

FIRST WESTPAC





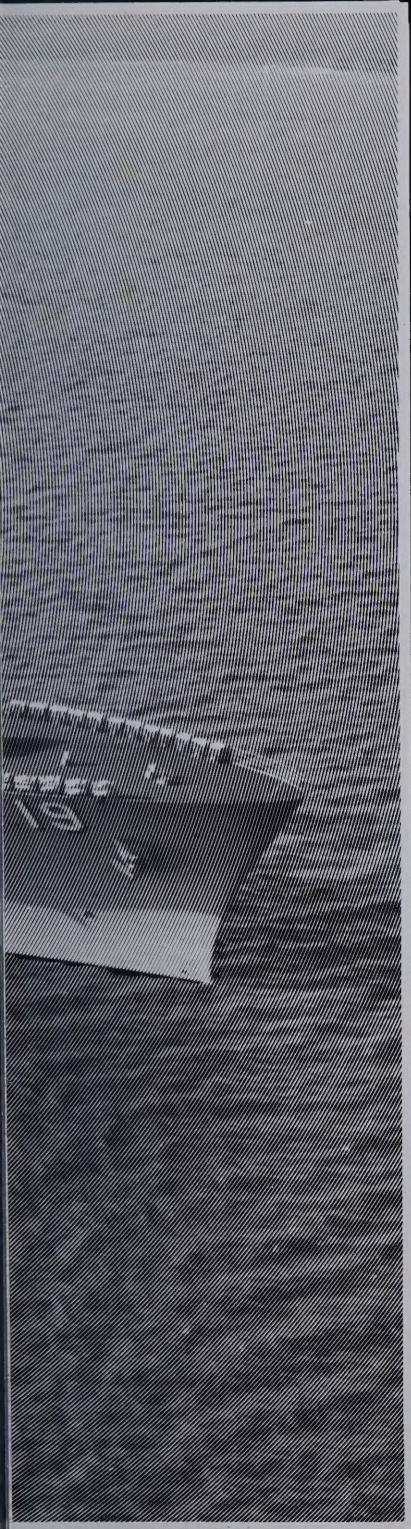


USS

BLUE RIDGE

LCC-19





UNITED STATES SHIP



BLUE RIDGE

SHIP'S HISTORY

BLUE RIDGE is the first ship ever designed and built as a Command Ship; all others have been converted from other type ships. She is the third ship to be named for the Blue Ridge Mountains in the United States.

The first BLUE RIDGE was a Great Lakes passenger steamer that was purchased for use as a Navy Transport during World War I and the second BLUE RIDGE was an amphibious force flagship that saw considerable action during World War II.

Unlike her World War II predecessor which was quickly converted from a merchantman to a flagship, the new 620-foot United States Ship BLUE RIDGE represents a unique effort and achievement in the Amphibious Navy's command ship design. In this 19,200 ton ship are found the facilities to direct and manage every phase of an amphibious operation; indeed, the BLUE RIDGE represents the accumulated knowledge of four decades of the Navy's experience in the difficult problem of effective Amphibious Force Control and Coordination.

Initially conceived in 1963, BLUE RIDGE was in the planning and design stage for four years before construction was begun at the Philadelphia Naval Shipyard in 1967. Three and a half years later, on 14 November 1970, she was commissioned.

In becoming operational, BLUE RIDGE assumed the distinction of carrying the world's most sophisticated electronics complex to sea—a package some thirty per cent larger than that of the attack carrier JOHN F. KENNEDY. Prior to BLUE RIDGE's commissioning the KENNEDY had held that distinction.

BLUE RIDGE utilizes her main battery of computers, communications gear, and other electronic facilities to fulfill her mission as a "command ship for Amphibious Task Force and Landing Force Commanders during Amphibious Operations." This task includes the landing of troops, air and gunfire support, task force protection, and logistics support.

A description of BLUE RIDGE would not be complete without mention of her twenty knot plus speed capability. Not only in speed, but also in the category of ship habitability is BLUE RIDGE a great improvement in ship design.

Recreation rooms, air conditioning, ship's stores, spacious galleys and messing areas all help make life at sea a great deal more pleasant for crew and embarked staffs. BLUE RIDGE has accommodations for 268 officers and 1200 enlisted men.

Departing Philadelphia Naval Shipyard in mid-February of 1971, BLUE RIDGE set sail for her homeport of San Diego, California. Taking the increasingly rare route around the southern tip of South America, BLUE RIDGE made port visits in Rio de Janeiro, Brazil; Lima, Peru; Rodman, Panama; and Acapulco, Mexico. She arrived in San Diego 9 April 1971.

Aside from numerous testing and evaluation cycles, refresher training and post shakedown availability at the Long Beach Naval Shipyard, BLUE RIDGE's first year in her homeport was highlighted by her role as command and control center for the massive ROPEVAL 3-71 West Coast amphibious exercise in which dozens of ships and thousands of Marines took part.

She deployed to the Western Pacific in January 1972 and served as flagship for Commander Amphibious Force, U.S. SEVENTH Fleet and Commanding General, NINTH Marine Amphibious Brigade. Participating in several operations during a North Vietnamese offensive, BLUE RIDGE spent considerable time off the coast of Vietnam.

Her Western Pacific port visits included the Philippine Islands, Japan, Singapore, Hong Kong, Guam and Okinawa.

BLUE RIDGE returned to the United States in mid-August 1972.

Keel Laid	27 February 1967
Launched	4 January 1969
Displacement	19,000 tons
Commissioned	14 November 1970
Length Overall	620 feet
Beam	108 feet
Draft	27 feet
Ship Allowance	700 (44 Officers, 656 Enlisted)
Flag Accommodations	768 (224 Officers, 544 Enlisted)

POT POURRI

Candy Bars Consummed 103,599

Nuts and Crackers Sold 12,790

Canned Snacks Sold 12,000

(Pudding, Pork & Beans; Potted Meat, Vienna Sausage)

Beef Jerky, Polish Sausage, Pepperoni Sticks Sold 4,500

Sardines, Kipper Snacks, Shrimp etc. Sold 1,450

Canned Juice Sold 13,100

Canned Soda Sold 24,750

Vending Machine Drinks Sold 171,000

General Mess — Crew consumed \$303,602

Milk Consumed — 22,500 gallons

Eggs Consumed — 25,000 dozen eggs

Bread Consumed (Commercial) — 30,000 loaves

Bread Consumed (Baked on Board) — 20,000 loaves

Beef Consumed — 80,700 pounds

Seven vertrep/unreps held with 500,000 pounds of goods coming on board

Payroll — BLUE RIDGE disbursing office paid out \$3,000,000

HELO DETAIL

2500 helos either touched down or took off from BLUE RIDGE

HC-5 264 flights UH-I-E 540 flights Vertrep 332 flights

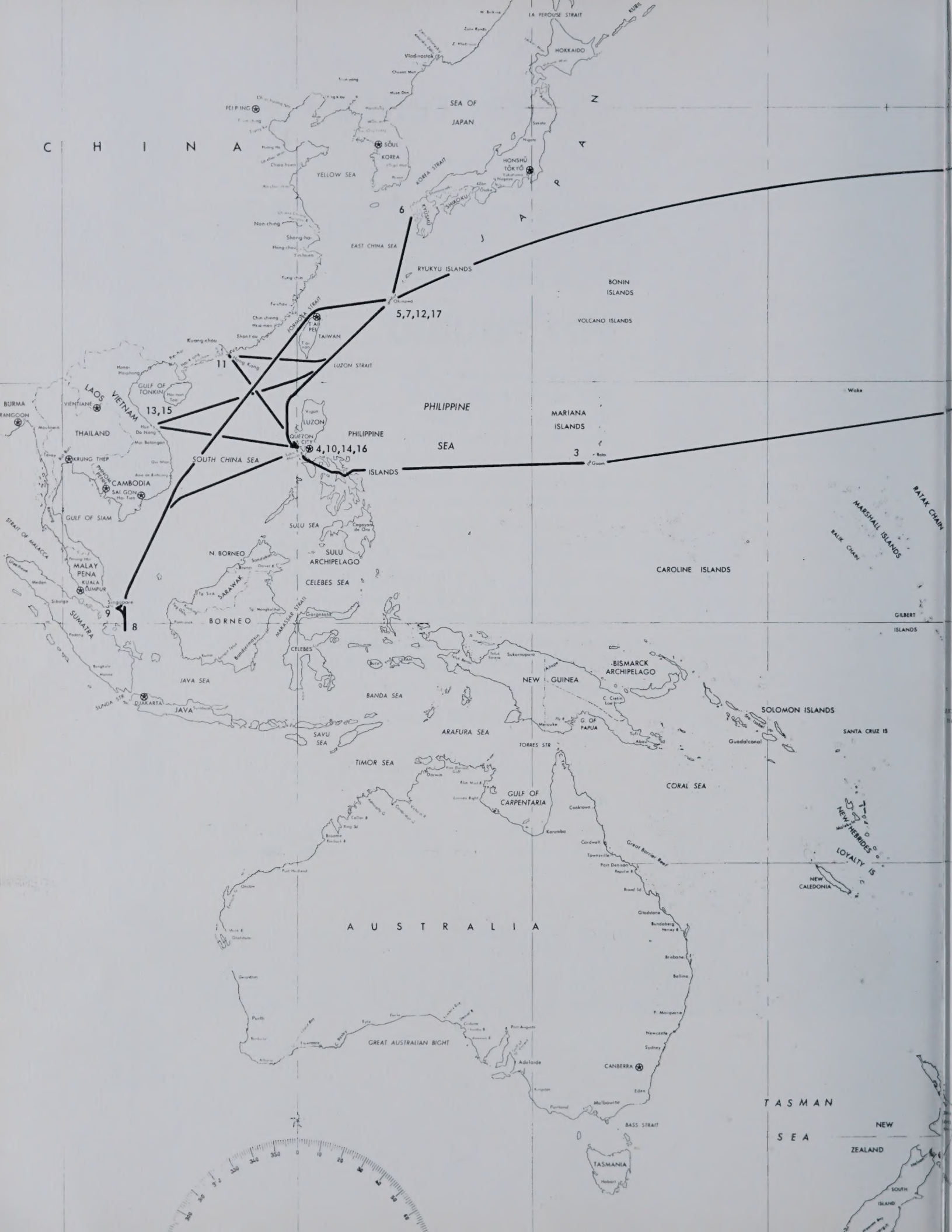
Other Ops 1364 flights

TOTAL DEPLOYMENT — 224 days

Days in Port — 69 days

Days at sea — 155 days

Total miles covered during cruise — 43,526 miles



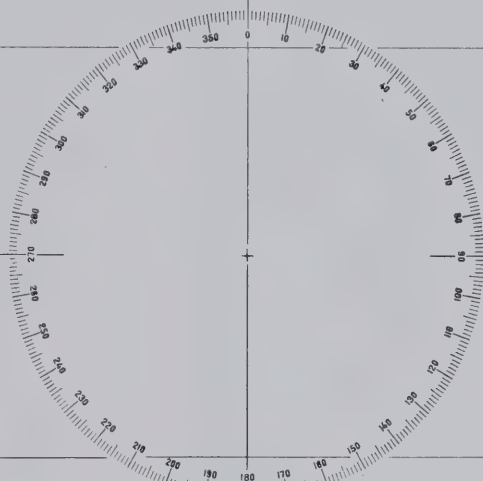
NORTH PACIFIC OCEAN

UNITED STATES

HAWAIIAN ISLANDS

ISLANDS

1,18



LEGEND

- | | |
|----------------------|-------------------|
| 1. THE BEGINNING | 10. PHILIPPINES |
| 2. HAWAII | 11. HONG KONG |
| 3. GUAM | 12. OKINAWA |
| 4. PHILIPPINES | 13. SPECOPS (RVN) |
| 5. OKINAWA | 14. PHILIPPINES |
| 6. SASEBO | 15. SPECOPS (RVN) |
| 7. OKINAWA | 16. PHILIPPINES |
| 8. CROSSING THE LINE | 17. OKINAWA |
| 9. SINGAPORE | 18. THE ENDING |

MARQUESAS IS

TUAMOTU ARCHIPELAGO

SOCIETY ISLANDS

COOK ISLANDS

TONGA ISLANDS

KERMADEC ISLANDS

SOUTH PACIFIC OCEAN

Isla de Pascua



Captain K. J. Carroll enlisted in the Navy in February 1944 in the V-5 Aviation Cadet program and received his commission at the University of Notre Dame in June 1946. He attended submarine school in 1949, graduated from the Naval Postgraduate School in 1955, from the Naval War College in 1960 and from the Army War College in 1965.

Upon completion of his initial duty assignment as Main Battery Division Officer on the battleship USS MISSISSIPPI, Captain Carroll was a student at the Naval Gunfire Liaison School in Little Creek, Va. This specialized training was followed by four consecutive assignments as Naval Gunfire Liaison Officer in the Second Marine Division, aboard the Attack Transports NOBLE and OKONOGAN and the Aircraft Carrier KEARSARGE.

In May 1949 he was ordered to the Submarine Base, New London, Conn., and served aboard the submarine IREX while awaiting submarine school. During the next five years he had duty aboard the submarines CAIMAN and SEAFOX which were based at Pearl Harbor and spent twenty-one months in the Western Pacific during the Korean War. In 1955 he was assigned to the Plans and Policy Division of the Bureau of Naval Personnel.

Captain Carroll qualified for command of submarines during a two-year assignment as Executive Officer of SEA POACHER in Key West, Fla. He was the commanding officer of USS SABLEFISH from June 1960 to June 1962, relinquishing that command to return to the Submarine School as Director of the Tactics Division. In June 1963 he became Director of the Basic Officers Department at the school.

In July 1965 he was assigned as Aide and Flag Secretary to the Deputy Commander, Submarine Force, U. S. Atlantic Fleet. In August 1967 he assumed command of Submarine Division 81.

Captain Carroll returned to Washington as Military Deputy to the Deputy Assistant Oceanographer for Science in August 1968. In September 1970 he was assigned as Commanding Officer of BLUE RIDGE. He was detached from that post in July 1972 and assumed command of Amphibious Squadron 10.

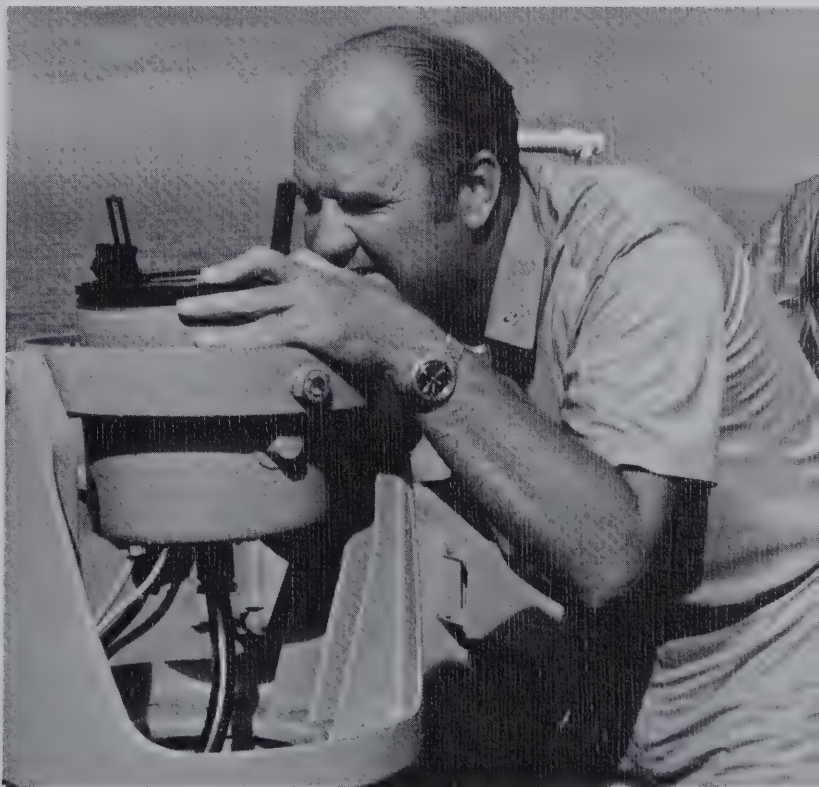


Captain P. H. Speer was born in Greensburg, Pa., in 1928 and is the son of Mr. and Mrs. Stuart W. Speer, presently of Ridgway, Pa.

He began his Naval Career in 1946 when he enlisted in the Naval Aviation College program. Following two years at Wisconsin State College, Captain Speer entered flight training in 1948 and was designated a Naval Aviator in February 1950. His first assignment was with VX-3 at the Naval Air Station Atlantic City, N.J. He was subsequently ordered to VF-172 and participated in the introduction of the F2H Banshee jet into the Korean War while flying from the USS ESSEX.

Captain Speer attended General Line School, Monterey, Ca., in 1953 and then was a flight instructor in the Naval Air Training Command until 1955. He served as Operations Officer with VF-111 aboard the USS BON HOMME RICHARD and as a combat instructor with VF-124. He was subsequently named Executive Officer and Commanding Officer of VF-211, making two combat tours to Southeast Asia in 1966 and 1967.

During his tours, VF-211 became the first Navy squadron to down more than five enemy jet aircraft and also won the Naval Air Pacific Combat "E" for excellence. Captain Speer scored a personal "kill" of a North Vietnamese MIG aircraft over Hanoi on May 19, 1967. He made two more deployments to Southeast Asia on the staff of Commander Carrier Division Three in 1968 and 1969 prior to reporting to Miramar Air Station, north of San Diego, Ca., for training as a prospective Air Wing Commander. He took command of Attack Carrier Air Wing 11 in October 1969 and of Attack Carrier Air Wing 14 on 26 January 1970, making another combat tour of Southeast Asia on the USS CONSTELLATION. Captain Speer holds a Bachelor of Science degree in Business Administration from the University of California. He is married to the former Genevieve B. Nagy of McKeesport, Pa., and they, along with their son Paul, reside in San Diego.





BLUE RIDGE'S FIRST CHANGE OF COMMAND





Commander W. C. Holt, a native of West Palm Beach, Fla., was commissioned in 1958 from the Officer Candidate School in Newport, R. I.

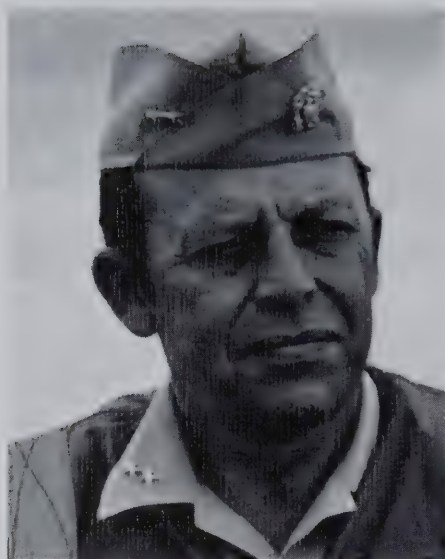
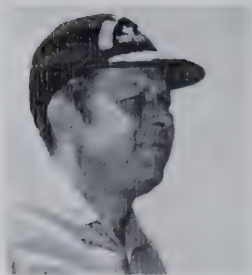
A graduate of Palm Beach Junior College and Florida State University, his initial service was as Engineering Officer aboard the ice breaker USS BURTON ISLAND. Visiting Antarctica once and the Arctic three times, BURTON ISLAND was awarded the Navy Unit Commendation during this period for scientific achievement in the Bellinghausen Sea, Antarctica.

In 1961 Commander Holt was assigned to the destroyer USS BLUE as Operations Officer and in 1963 became an instructor and scheduling officer at Fleet Training Group, San Diego. From 1966 to 1967 he was Executive Officer of the destroyer escort USS PARLE and subsequently served a two-year tour as Surface Operations Officer on the staff of Commander, U.S. Sixth Fleet aboard the cruiser USS LITTLE ROCK, where he was awarded the Navy Commendation Medal.

Before joining BLUE RIDGE as Executive Officer, Commander Holt was assigned to the Office of the Chief of Naval Operations in Washington where he was awarded the Navy Achievement Medal as Manpower Coordinator in the planning of the new NIMITZ class nuclear aircraft carriers and the SSN-688 class fast attack nuclear submarines.

Commander Holt is married to the former Georgina Joyce of Everett, Wash. The couple and their two sons reside in San Diego, Ca.





Rear Admiral W. D. Gaddis was born in Worland, Wyo. He graduated from the Naval Academy and was commissioned an Ensign on 7 February 1941.

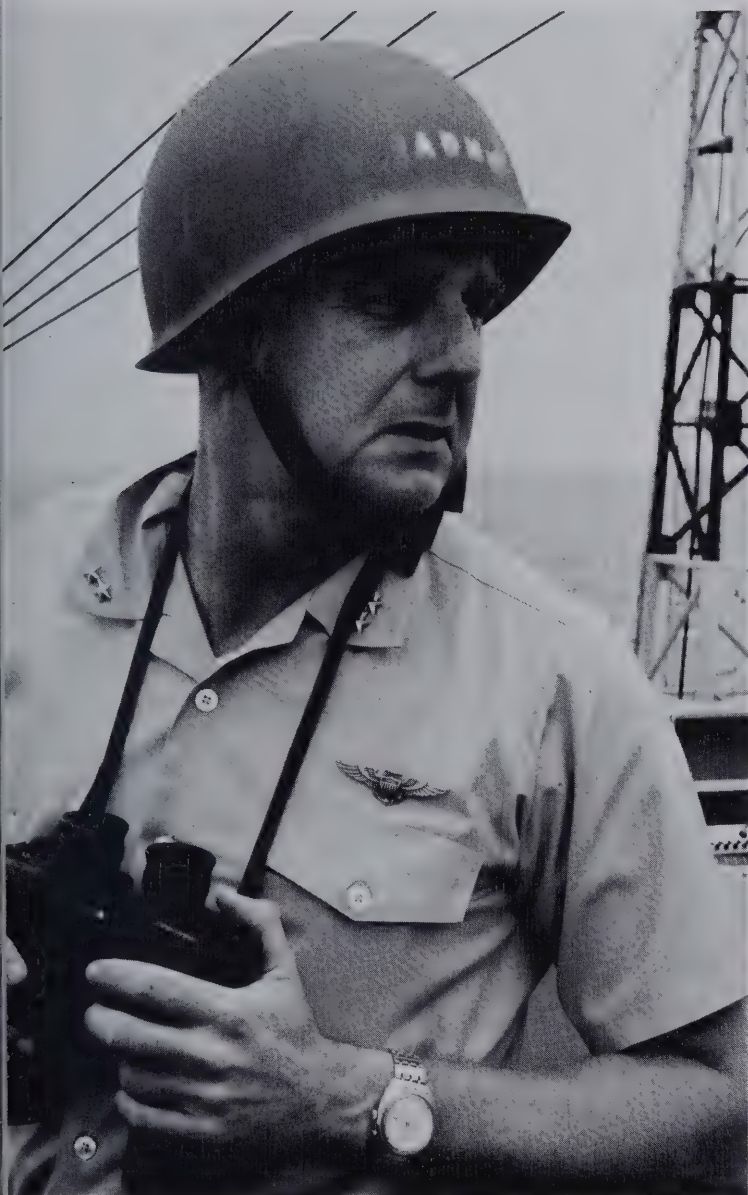
Following graduation from the Academy, Rear Admiral Gaddis joined the USS PENNSYLVANIA and was attached to the battleship in port Pearl Harbor when the Japanese attacked on 7 December 1941.

In November 1942 he reported as Watch and Division Officer on board the USS BARNES and from November 1943 to June 1946 he served as Senior Watch Officer, assistant Gunnery Officer and then Gunnery Officer of the USS WASP. In 1946 he returned to the Naval Postgraduate School and received a Master of Science degree in Metallurgical Engineering. He next served as Executive Officer of the USS CONE and then as Readiness and Training Officer for Gunnery and CIC on the staff of Commander Destroyer Force, U. S. Atlantic Fleet. In August of 1953 he reported as Commanding Officer of the radar picket destroyer KENNETH D. BAILEY.

From 1955 to 1958 he was Naval Inspector of Ordnance at the Northern Pump Company in Minneapolis, Minn., after which he attended the Naval War College in Newport, R. I. He became Commander Destroyer Division 302 in July 1959 with additional duty from January 1960 as Commander Destroyer Squadron 30. From 1960 to 1962 he was assigned as a Joint Staff Officer, Joint Chiefs of Staff, Washington, D. C. In 1962 he assumed command of Destroyer Squadron Eight. He reported as Director of Programming and Finance, Headquarters Naval Material Command, Washington, D.C., in 1966, and then as Director of Budget and Reports, Office of the Navy Comptroller in 1968. He was assigned additional duty as Deputy Comptroller of the Navy in 1970.

Rear Admiral Gaddis assumed command of Amphibious Group One in October 1970 and left that post in July of 1972 to return to Washington where he was assigned to the Office of the Chief of Naval Operations.





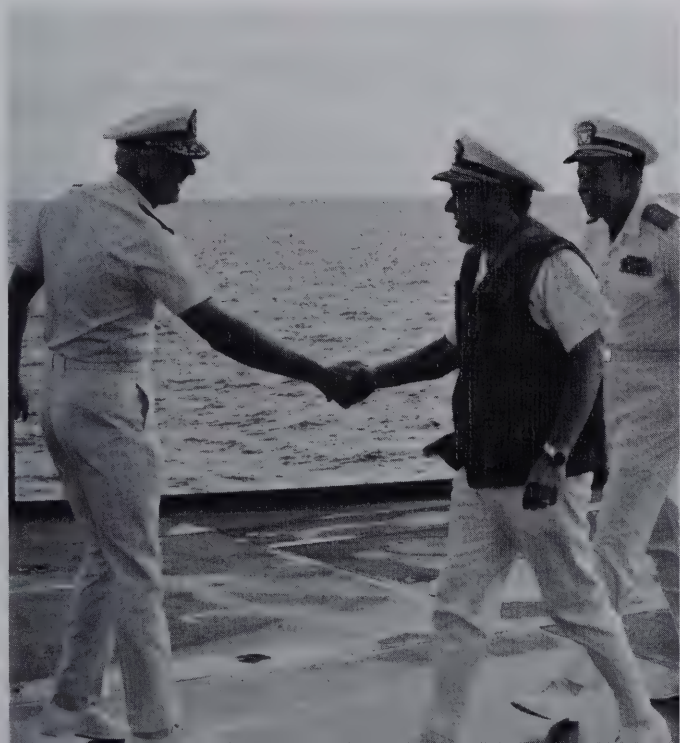
Rear Admiral W. D. Toole, Jr., was born in Augusta, Ga. He studied at the University of South Carolina, the University of North Carolina and received a Bachelor of Science degree from the University of Maryland in 1955. In addition, he has graduated from the U.S. Naval Intelligence School, the U.S. Naval Flight Program, the National War College and received a Masters degree from George Washington University in 1967.

On receiving his commission as an Ensign in 1946, he was assigned to the USS PAUL G. BAKER. In February 1947 he reported to the USS KLONDIKE followed by duty on the USS GEORGE CLYMER. He returned to Washington, D.C. in 1948 and served at the Naval Communication Station until December 1949.

Rear Admiral Toole entered the Naval flight training program in 1950 and received his wings in August 1951. He flew with Patrol Squadron 10 until February 1954 and then was assigned to the Office of the Chief of Naval Operations as liaison officer with the Headquarters, Directorate of Intelligence, U.S. Air Force. In April 1957, he reported to the staff of Commander Middle East Force as Aide and Flag Lieutenant. In December 1958 he joined Airborne Early Warning Squadron Four, the Navy's "Hurricane Hunters." After flying two storm seasons, Rear Admiral Toole then reported to the Bureau of Naval Personnel in November 1960.

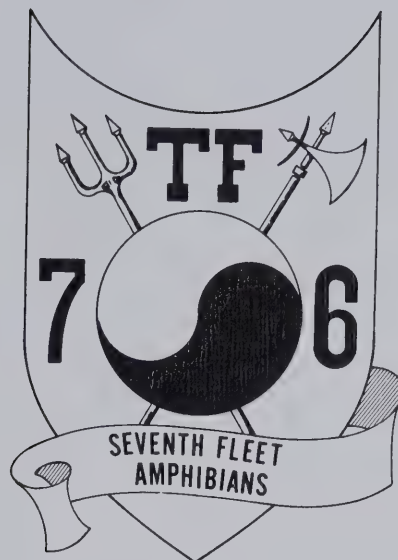
In June 1963 he became Operations Officer of Patrol Squadron Seven and subsequently served as Executive Officer and Commanding Officer of the squadron. In August 1966 he attended the National War College and upon graduation was assigned as the executive assistant to the Deputy Under Secretary of the Navy for Manpower. In February 1968 he was reassigned as Naval Aide and Executive Assistant to the Assistant Secretary of the Navy for Manpower and Reserve Affairs.

Prior to assuming command of USS IWO JIMA he was the Commanding Officer of the USS MISPELLION, a jumpoized fleet oiler. He assumed the duties of Commander Amphibious Group One and Commander Amphibious Force, U.S. Seventh Fleet in July 1972.



FLAG CHANGE OF COMMAND





CHIEF OF STAFF
CAPTAIN P. S. BEAMAN



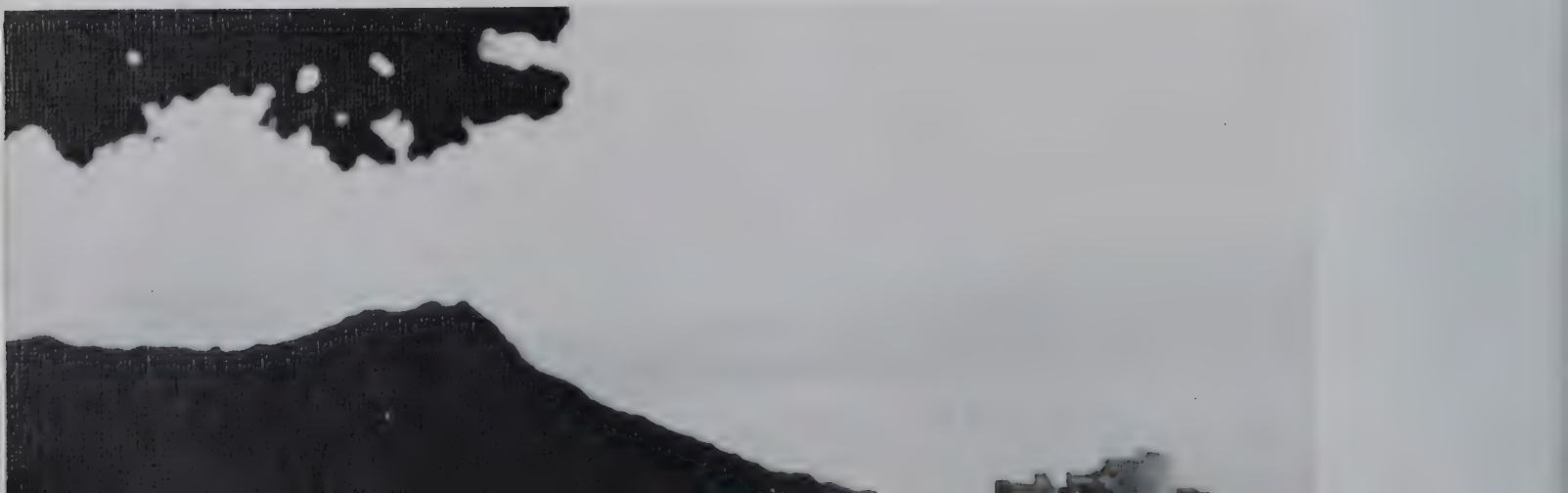


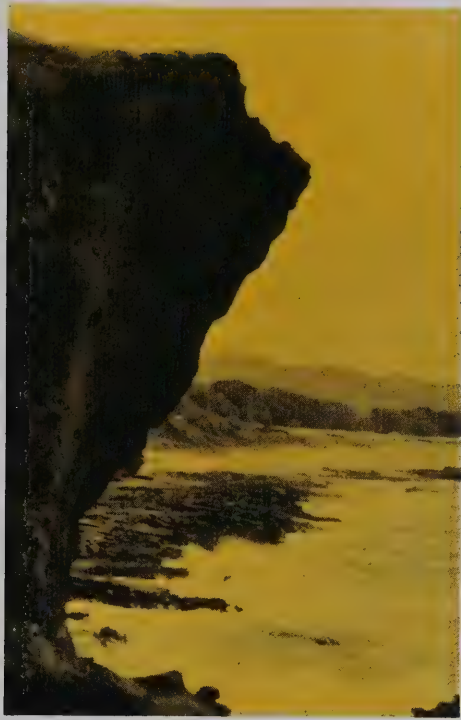
DEPARTURE

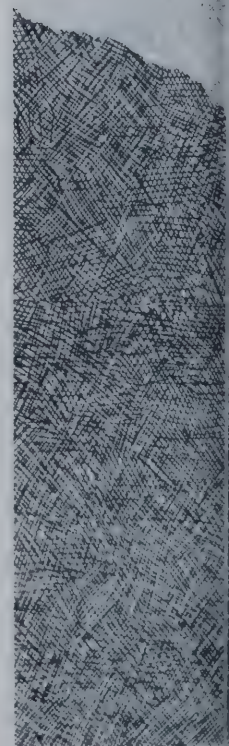


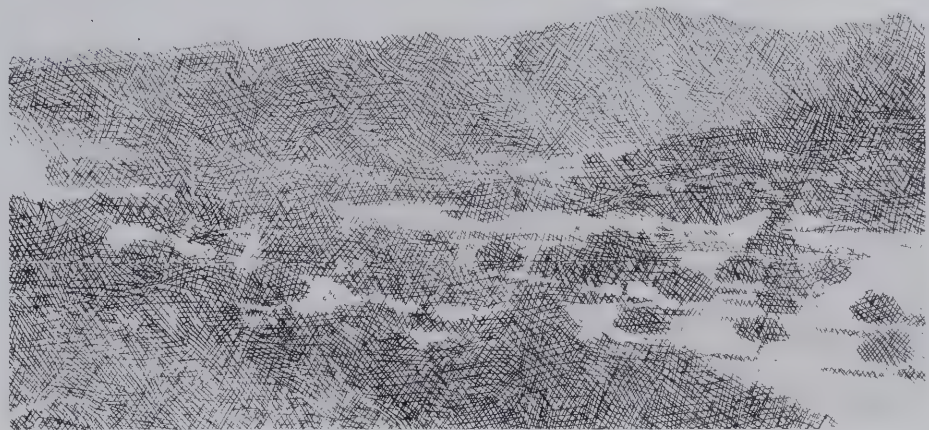
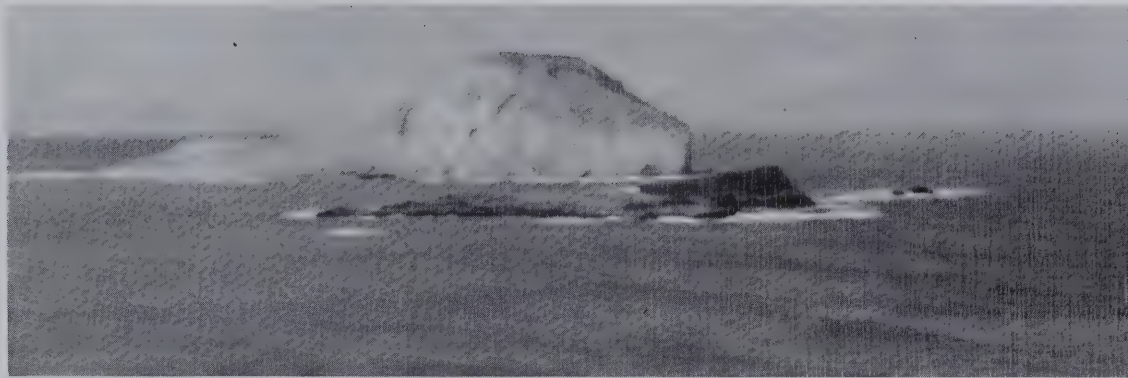


HAWAII



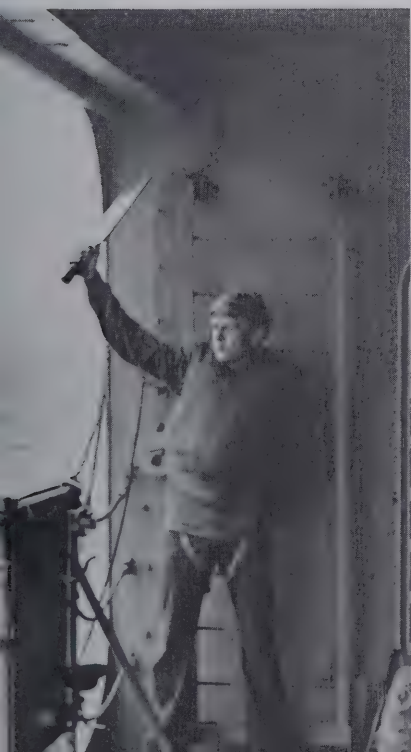
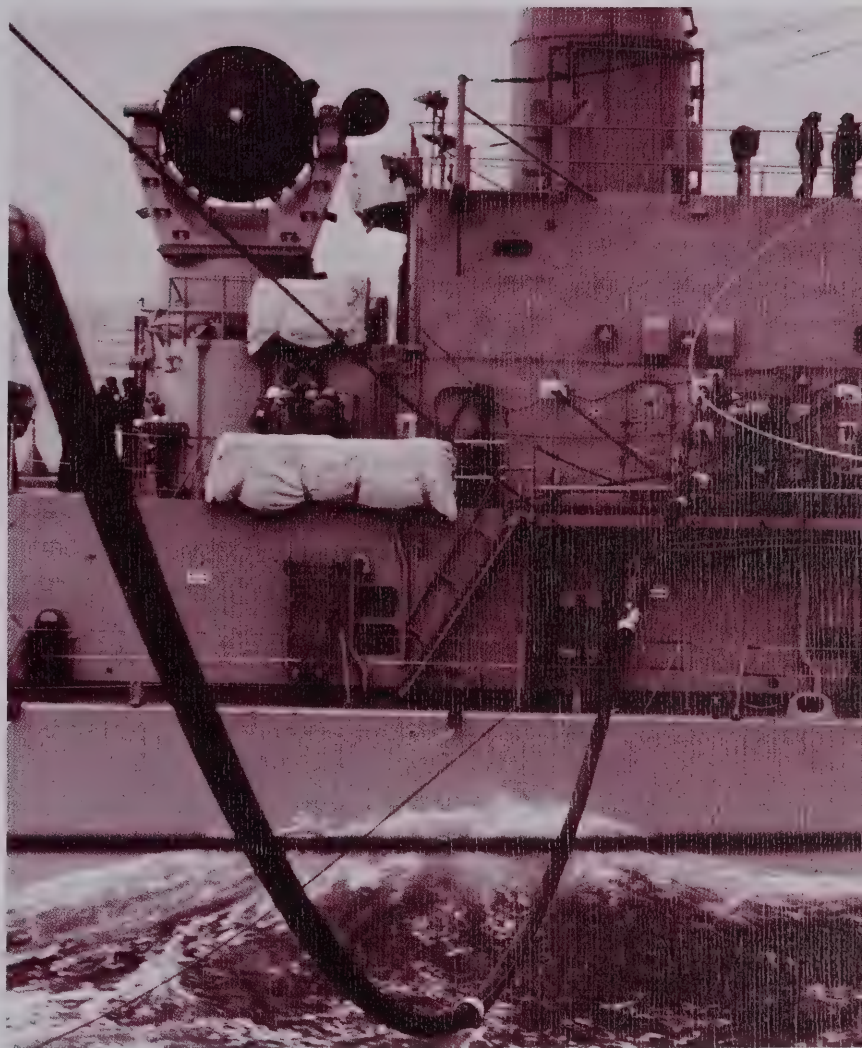








UNDERWAY REFUELING





LEAP FROG EXERCISE

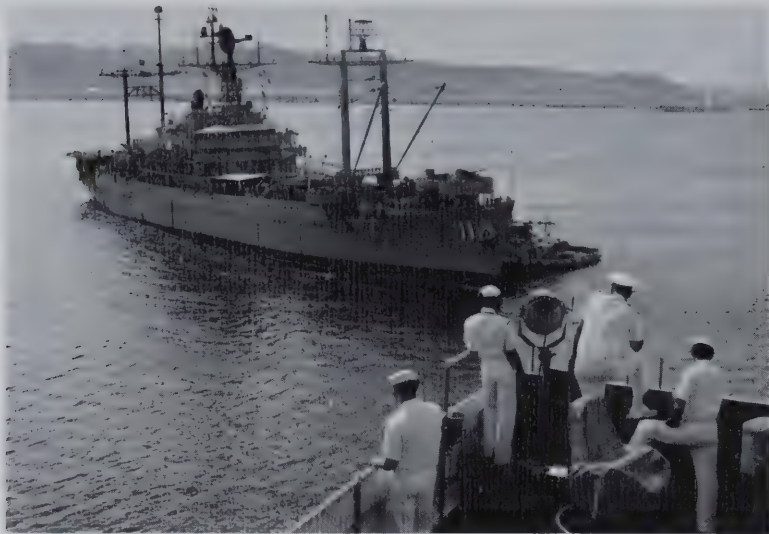




GUAM







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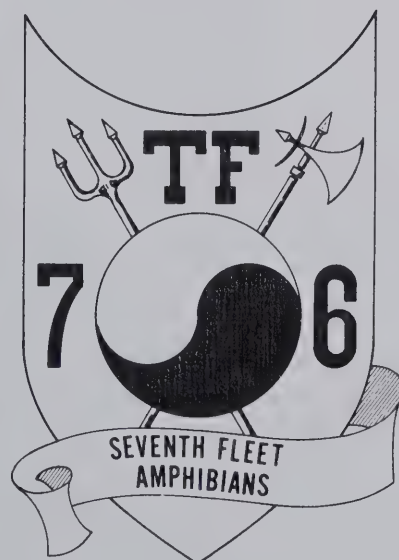
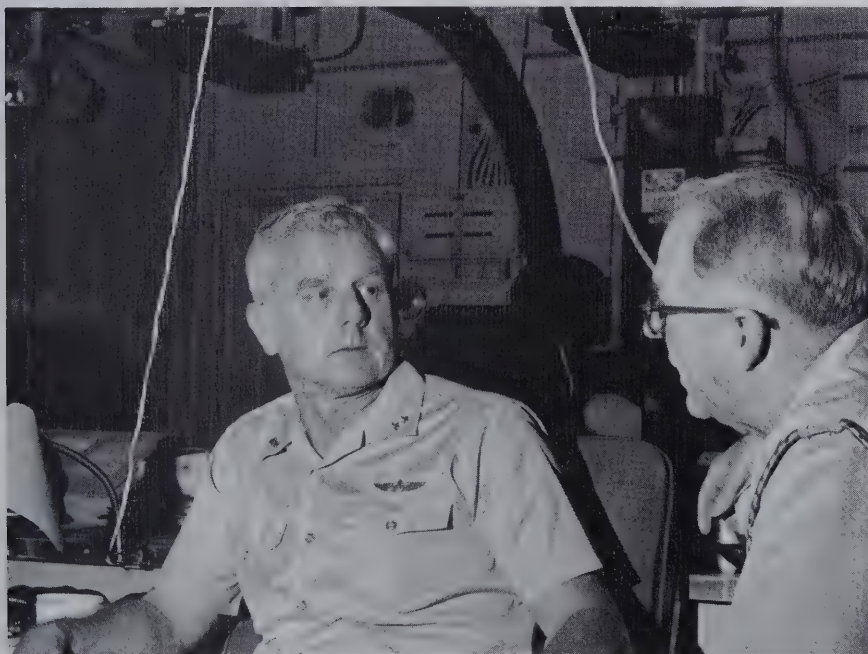


CTF-76 MISSION

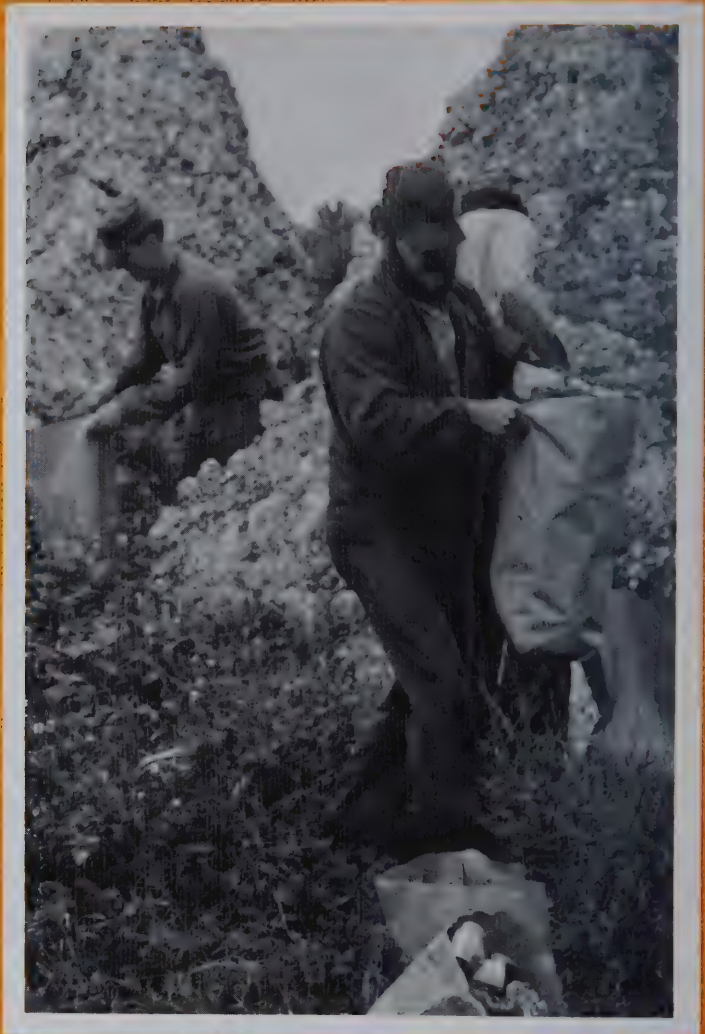
Commander Amphibious Group One recently assumed permanent duties as Commander Amphibious Force, U. S. Seventh Fleet and Commander Task Force 76.

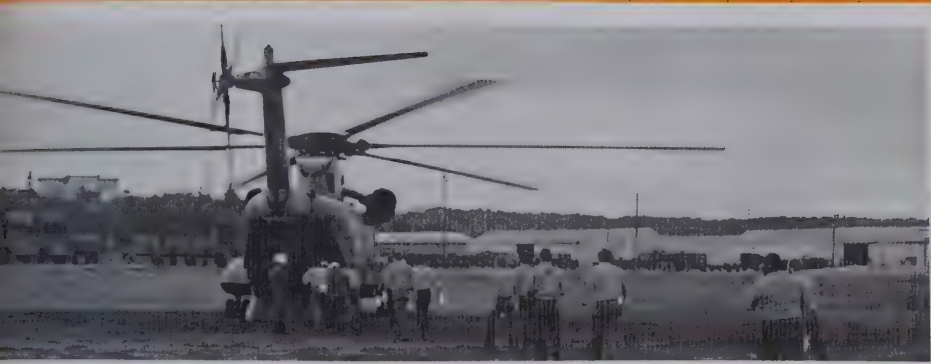
In this capacity he directs and coordinates the movement and actions of the more than 30 amphibious ships which are deployed to the Western Pacific. For example, he has directed the amphibious assault landings along the coast of the Republic of Vietnam and more recently the redeployment of American troops and equipment from that country.

The Amphibious Force Commander is responsible for one of the most complex forms of modern warfare — the amphibious assault. The ability to place a hardhitting Marine landing force ashore and keep it there is the Amphibious Task Force Commanders primary responsibility.



OKINAWA





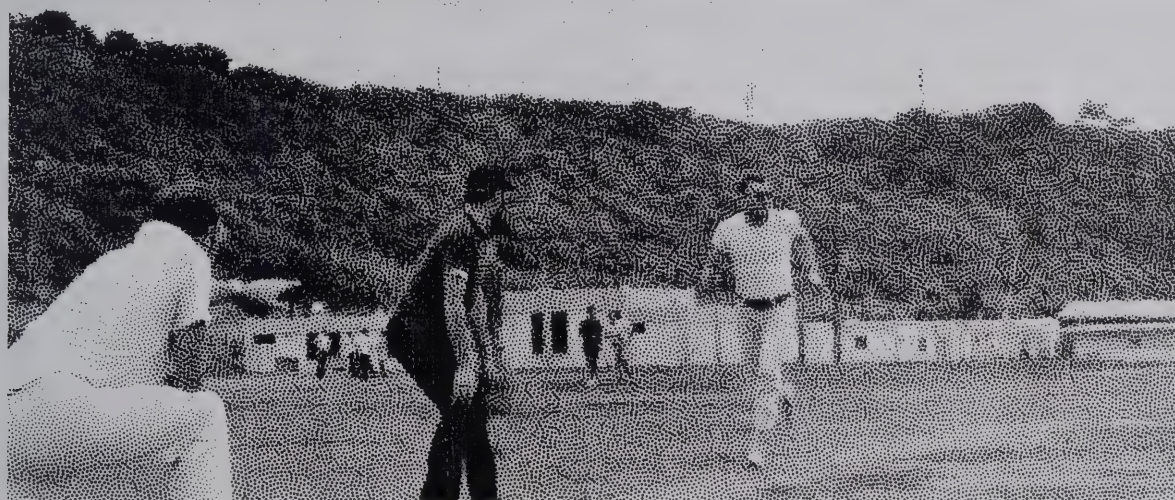
BLUE RIDGE TOUR OF MARINE FACILITIES





OKINAWA SPORTS





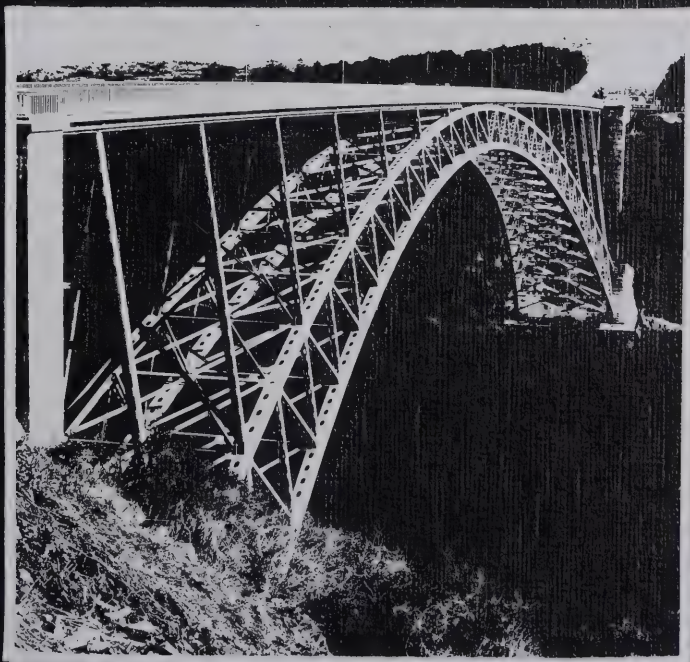




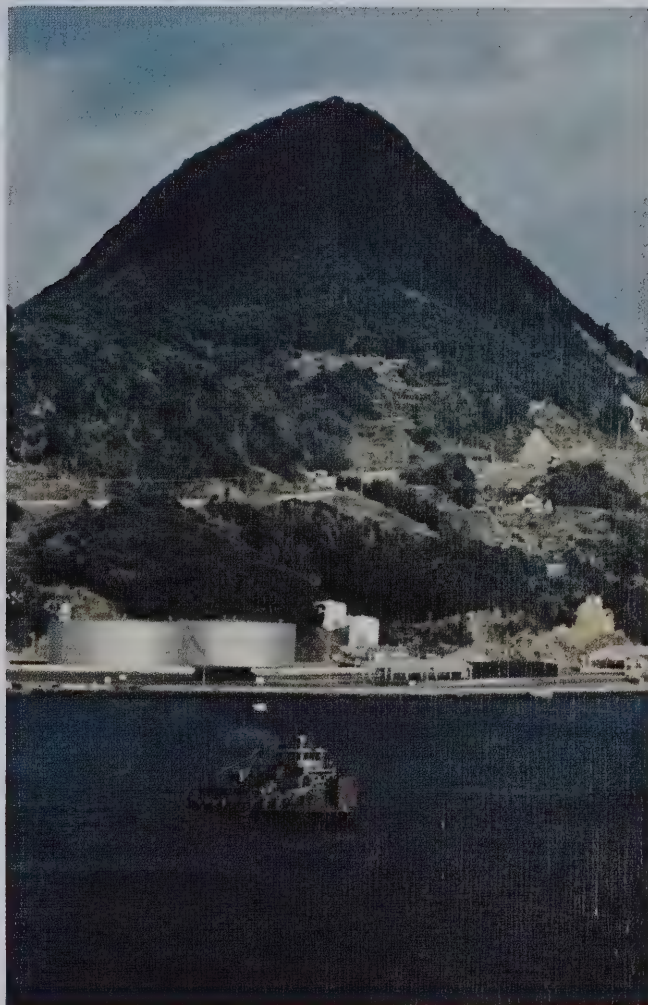




SASEBO, JAPAN









THE PEACE STATUE

THE PEOPLE OF NAGASAKI BUILT THIS STATUE TO SYMBOLIZE AND APPEAL EVERLASTING WORLD PEACE IN AUGUST OF 1955, THE TENTH ANNIVERSARY OF THE ATOMIC BOMBING WHICH CAUSED THE PEOPLE OF NAGASAKI TO EXPERIENCE THE UNBELIEVABLE TRAGEDY AND LOSE GREAT NUMBERS OF PEOPLE.

THIS TEN-METER-HIGH BRONZE STATUE WAS COMPLETED BY AUTHORITATIVE SCULPTOR MR. SEIBO KITAMURA THROUGH BOTH FOREIGN AND DOMESTIC CONTRIBUTION.

THE RIGHT HAND POINTING TO THE SKY TELLS THE ATOMIC BOMB'S THREAT. THE LEFT ONE STRETCHING OUT HORIZONTALLY SHOWS TRANQUIL PEACE. ITS SOLID BUILD BODY IS THE DIGNITY OF GOD. THE GENTLE FACE IS THE SYMBOL OF DIVINE LOVE. THE FAST CLOSED EYES PRAY FOR THE REPOSE OF THE WAR VICTIMS' SOULS. WHILE THE FOLDED RIGHT LEG SHOWS MEDITATION OR QUIESCENCE AND BEND LEFT ONE SHOWS HELP OR MOVEMENT.

THIS IS THE UNPARALLELED MAJESTIC WORK OF ART IN THE WORLD IN ITS SCALE AND CONCEPTION.

NAGASAKI CITY

平和祈念像

この平和祈念像は史上最大の惨禍によって瞬時数多くの同胞市民を失い筆舌に尽くし得ない悲惨さに直面した長崎市民が世界恒久平和の実現を広く世に訴え、この惨禍を再現せしめてはならないという切なる念願により世界恒久平和のシンボルとして昭和30年(1955年)8月の原爆10周年記念日に建立されたものであります。平和祈念像は国内はもとより海外からも拠出された浄財によって彫刻界の権威北村西望氏の作によるもので全長10mの青銅男神像で上方を指さした右手は原爆の脅威を示し、水平に伸ばした左手は争いを安らげく平和をすすめる姿であり頼りたる体軀は絶対者の神威を示し柔和な顔は「神の愛」又は「仏の慈悲」を表徴し又軽く閉じた目は戦争犠牲者の冥福を祈っている姿であります。なお、折り曲げた右足は冥想即ち静立った左足は救済即ち動、何れも神仏の特性を表現したものであり本像はその規模において又その構想においてこの種彫刻としては世界にもその類を見ない雄大な芸術作品であります。

長崎市

IMPERIVM NEPTVNI REGIS

27 February 1972

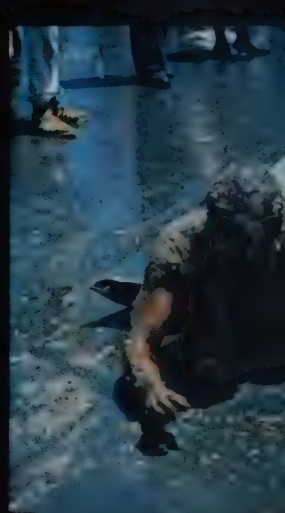
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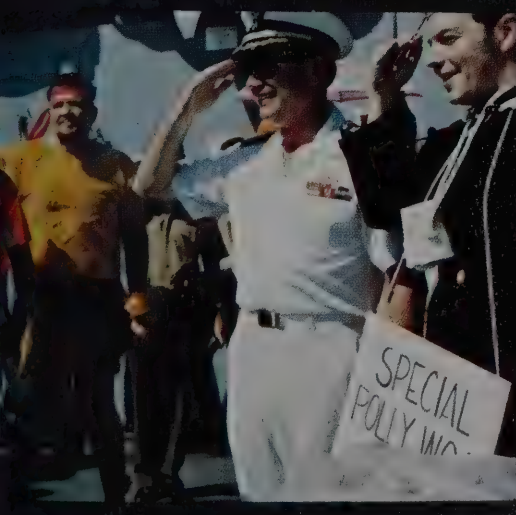
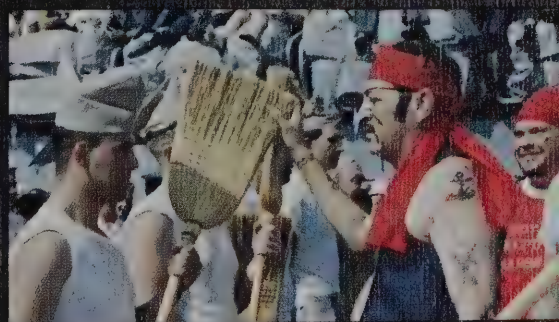
Longitude 105.24°



THE
SOLEMN MYSTERIES
OF THE
ANCIENT ORDER
OF THE
DEEP











SINGAPORE



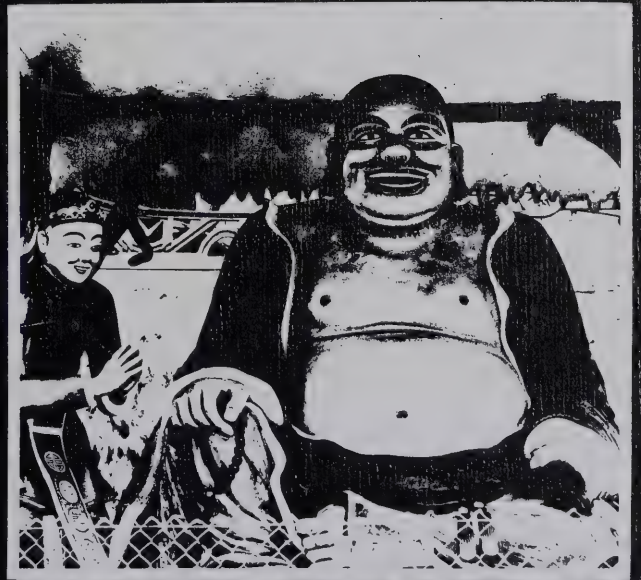




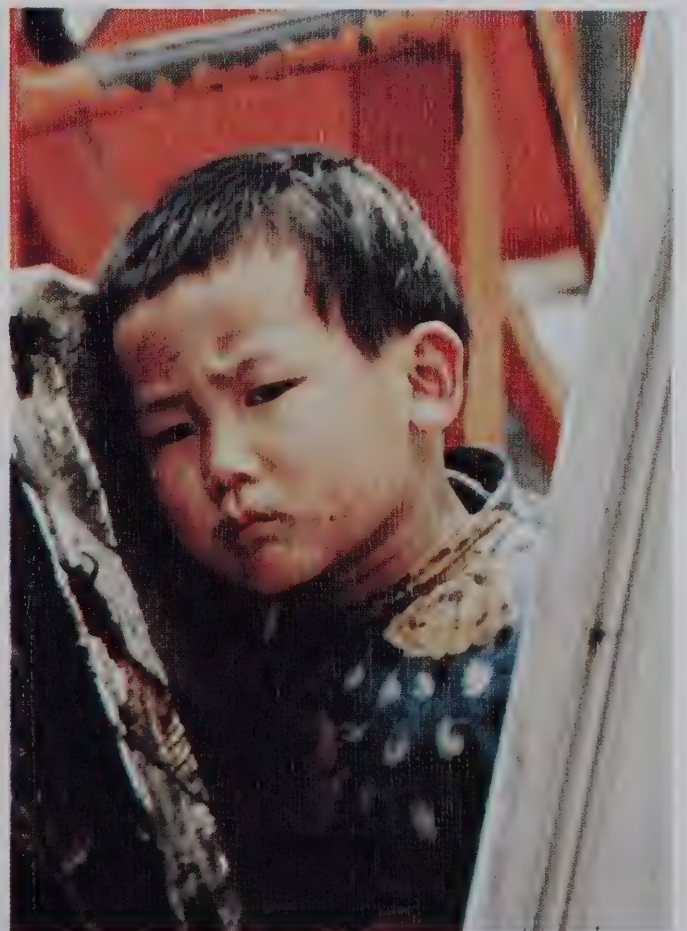




HONG KONG











LT. GEN. METZGER
THIRD M.A.F.



BRIG. GEN. MILLER
NINTH M.A.B.

9TH MAB PRESENCE

April started out just like any other month but before it ended, the entire complexion of BLUE RIDGE's first Western Pacific cruise had changed.

A short at-sea period was planned as we embarked Commanding General, Ninth Marine Amphibious Brigade, Brigadier General E. J. Miller, and several of his Marines. Components of the U. S. Navy and Marine team were scheduled to participate in an operation off the coast of Korea with our Korean counterparts.

A cloud of doubt surrounded our schedule, however, because the North Vietnamese had started an offensive during the closing days of March and no one knew what effect it would have on BLUE RIDGE.

Whispers floated around the ship that the Korean exercise was cancelled and that we were heading for the Gulf of Tonkin on a standby status in case we were needed for our communication capabilities or to help evacuate personnel from the besieged area.

Soon the whispers were acknowledged and BLUE RIDGE sailed from White Beach, Okinawa, for a short at-sea period — supposedly anywhere from four hours to a "few" days.

No one fathomed that those "few" days would become one of the longest at sea periods in modern times as BLUE RIDGE stayed "on the line" for 63 consecutive days.

With Commander Amphibious Force, U.S. Seventh Fleet, Rear Admiral W. D. Gaddis, and General Miller on board, BLUE RIDGE became a vital cog in planned counter-offensive action by the South Vietnamese.

Operations and planning for several key South Vietnamese moves originated on BLUE RIDGE.

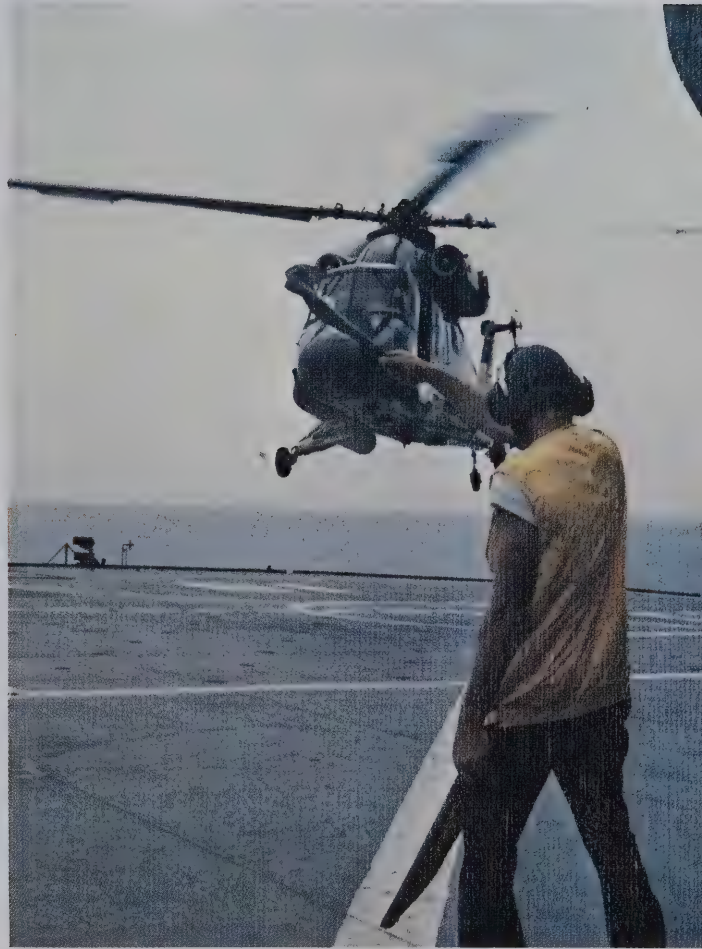
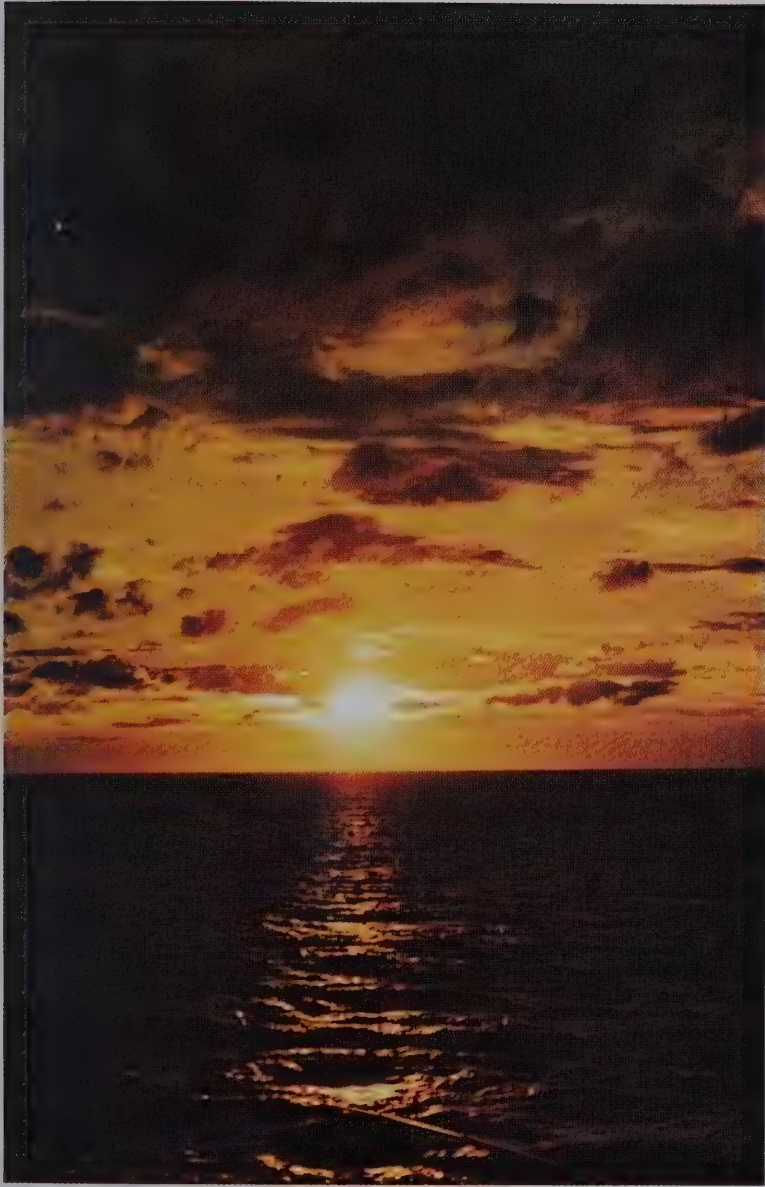
The days became doubly long as extra watches were ordered to bolster the combat readiness of the ship. The drudgery of daily routine swam past us in a maze-like manner as April turned into May and May became June.

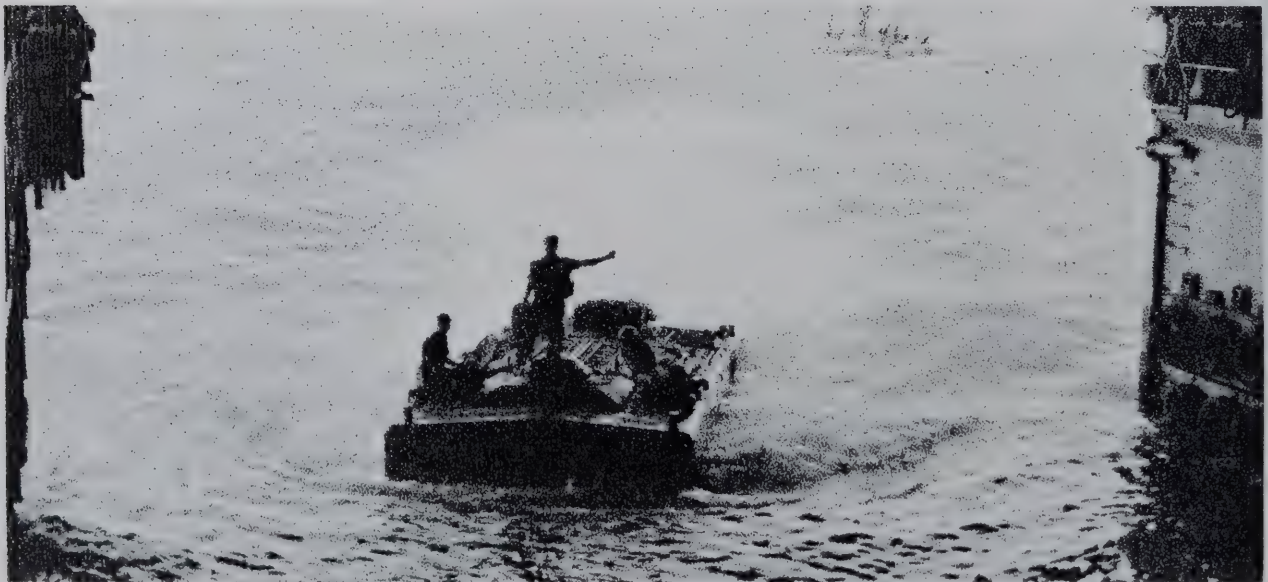
Our schedule has originally called for stops in Yokosuka and Kobe, both interesting Japanese ports, and exotic Kaohsiung in Taiwan. The tempo of operations in the Gulf cancelled those visits, however, and it wasn't until June that we finally re-entered port. After a week-long stay in the Philippines we steamed back to the Gulf for another 37 day period. Visits to Hong Kong and Okinawa were opted because our presence was needed in the Vietnamese waters.

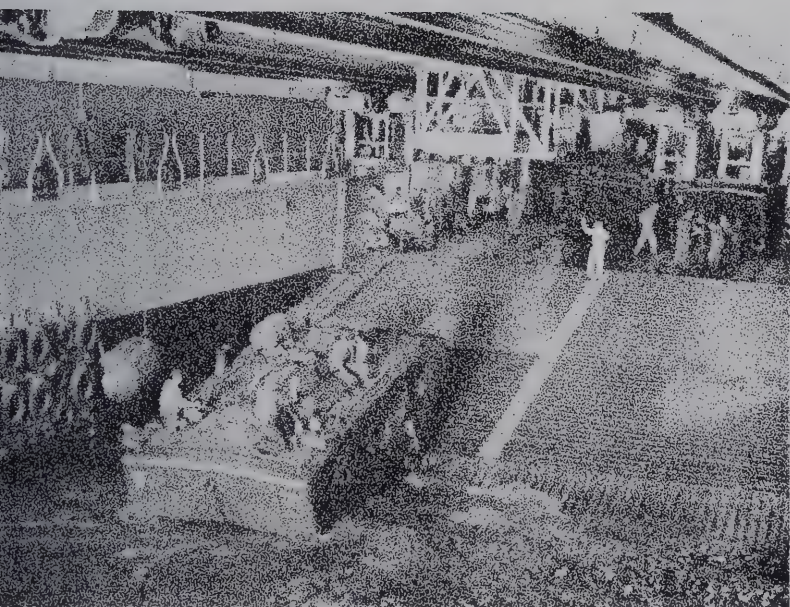
During that time more rumors began bouncing off bulkheads and the whispers began again. This time they said BLUE RIDGE was going to be extended in the Western Pacific.

After much worry and consternation, we headed for the Philippines in mid-July for a brief up-keep period. We then journeyed to Okinawa late in July and on August 2nd our relief PAUL REVERE sailed onto the horizon. We unloaded the two staffs and on August 3rd the Navigator set course for San Diego.



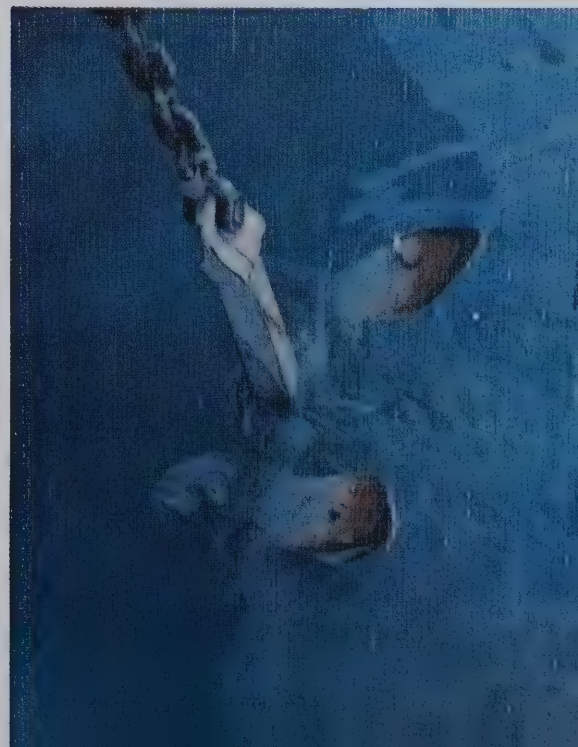


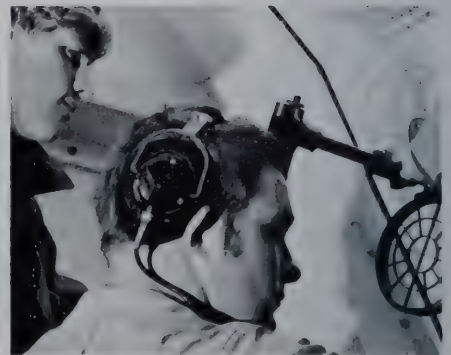
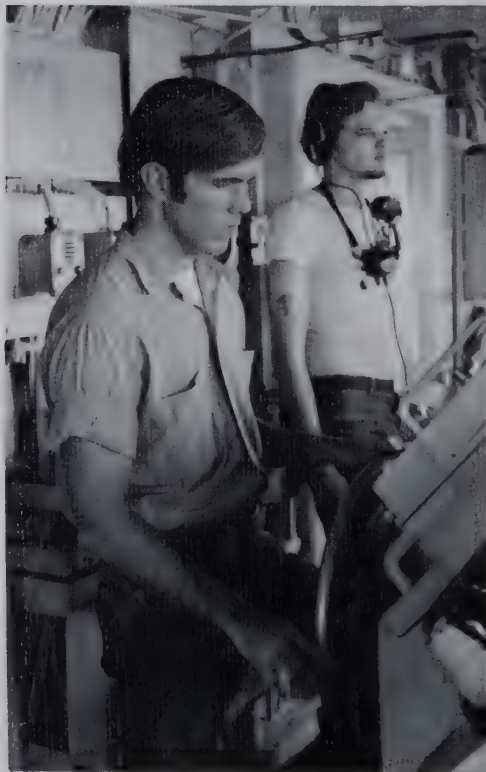


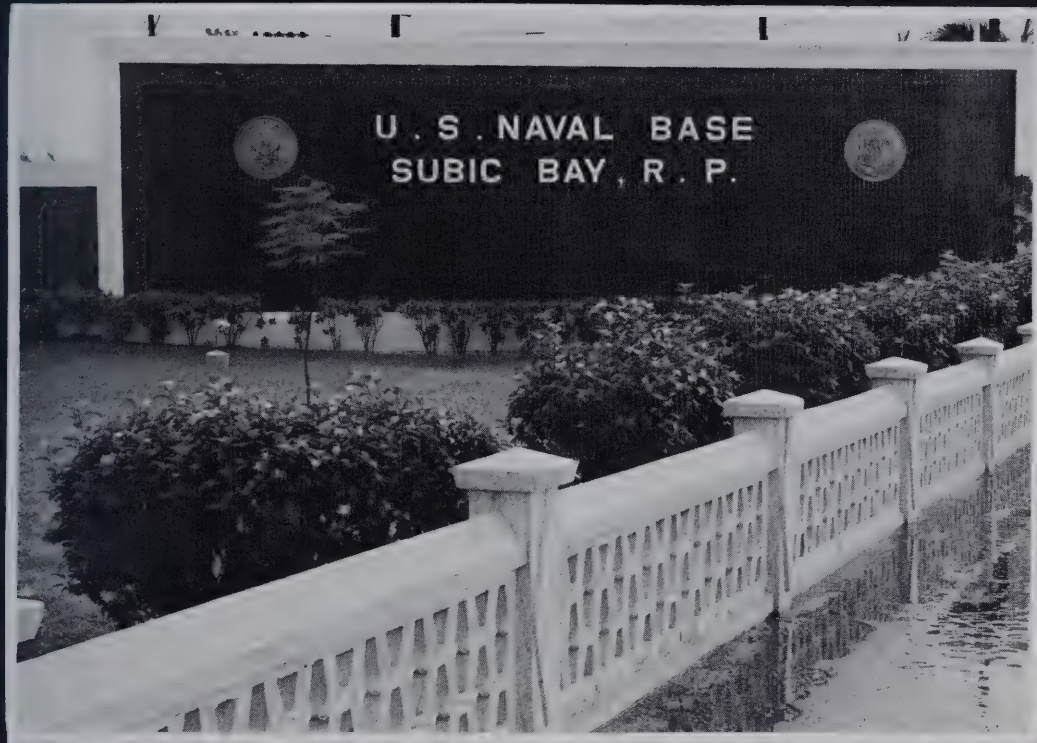


SONG
THANH
6-72

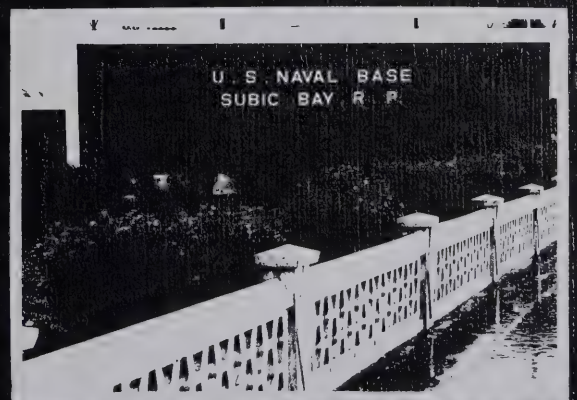


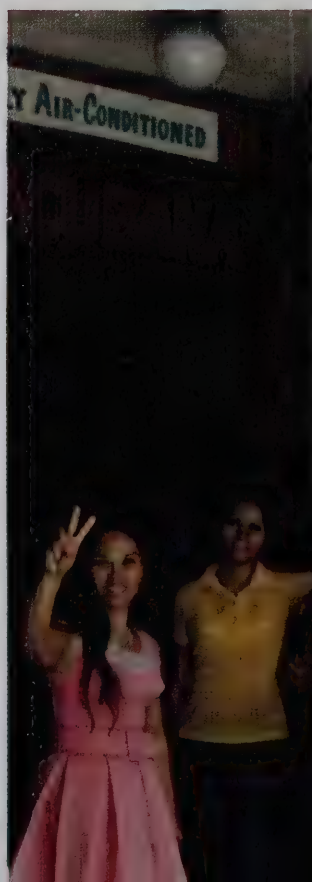
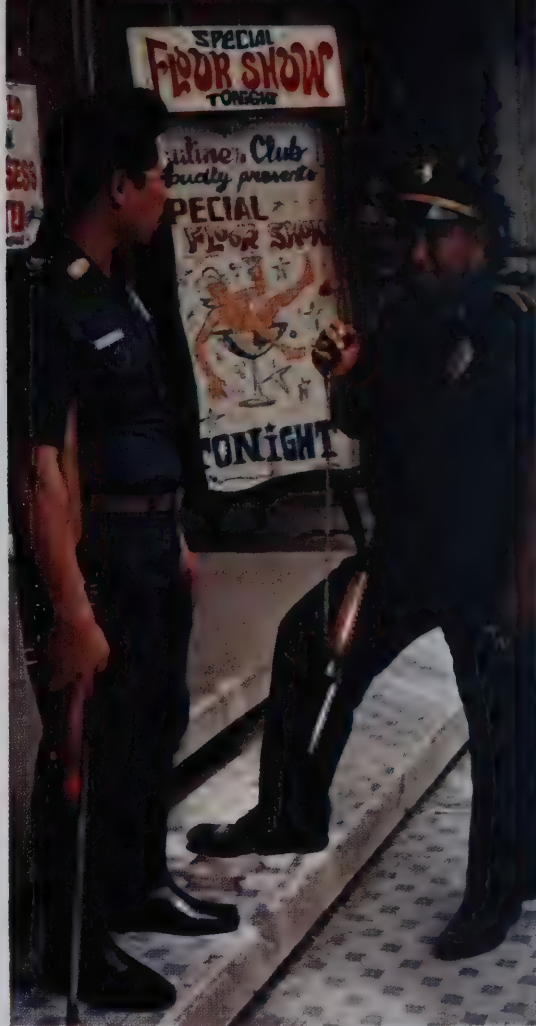
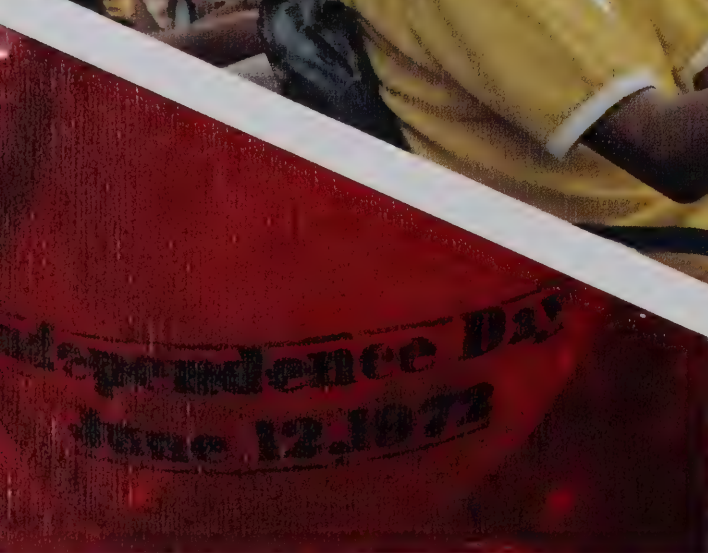






64th DAY



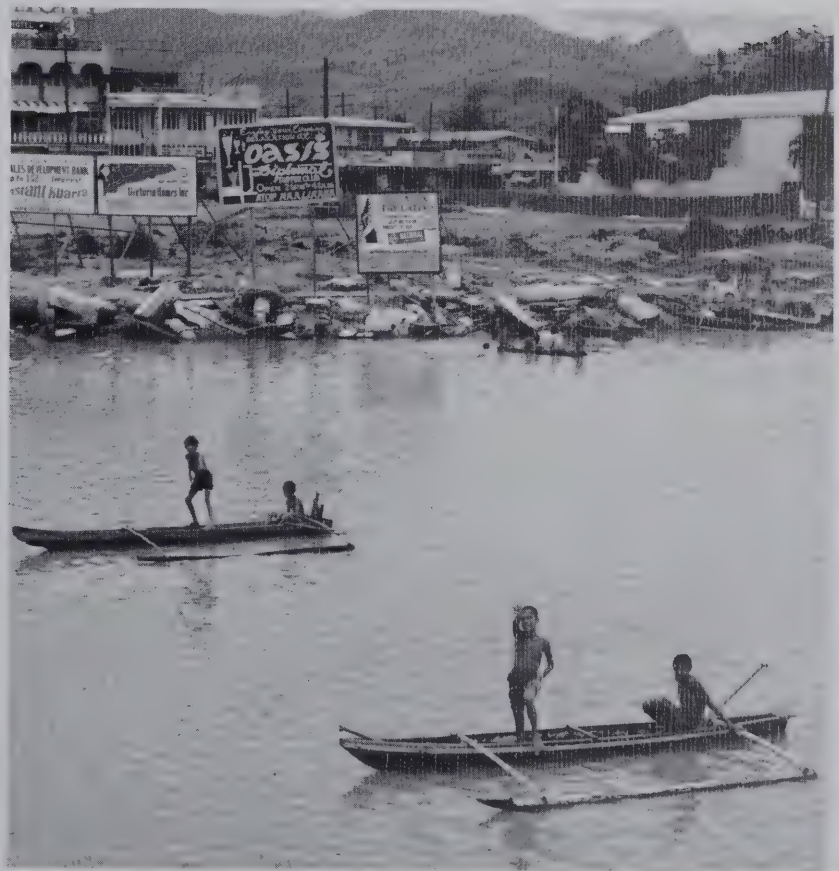
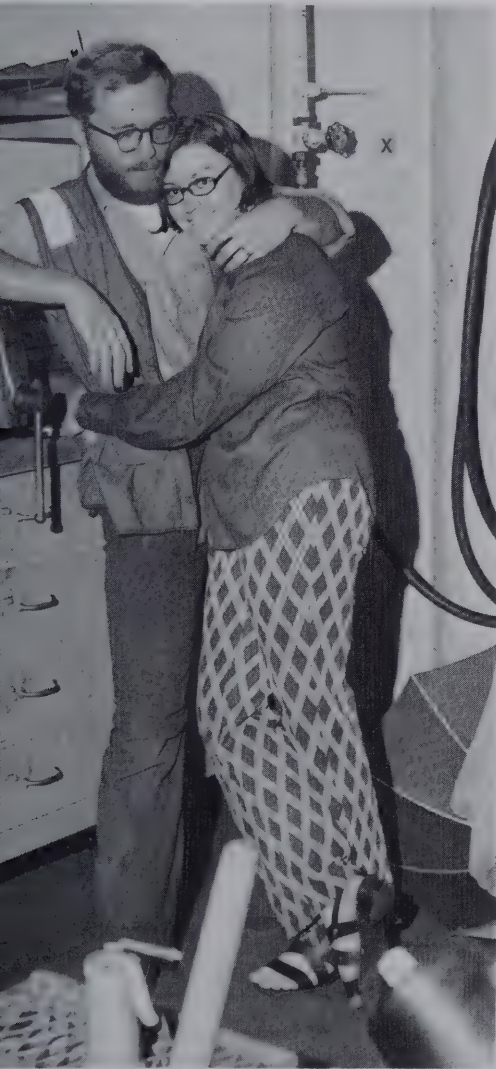






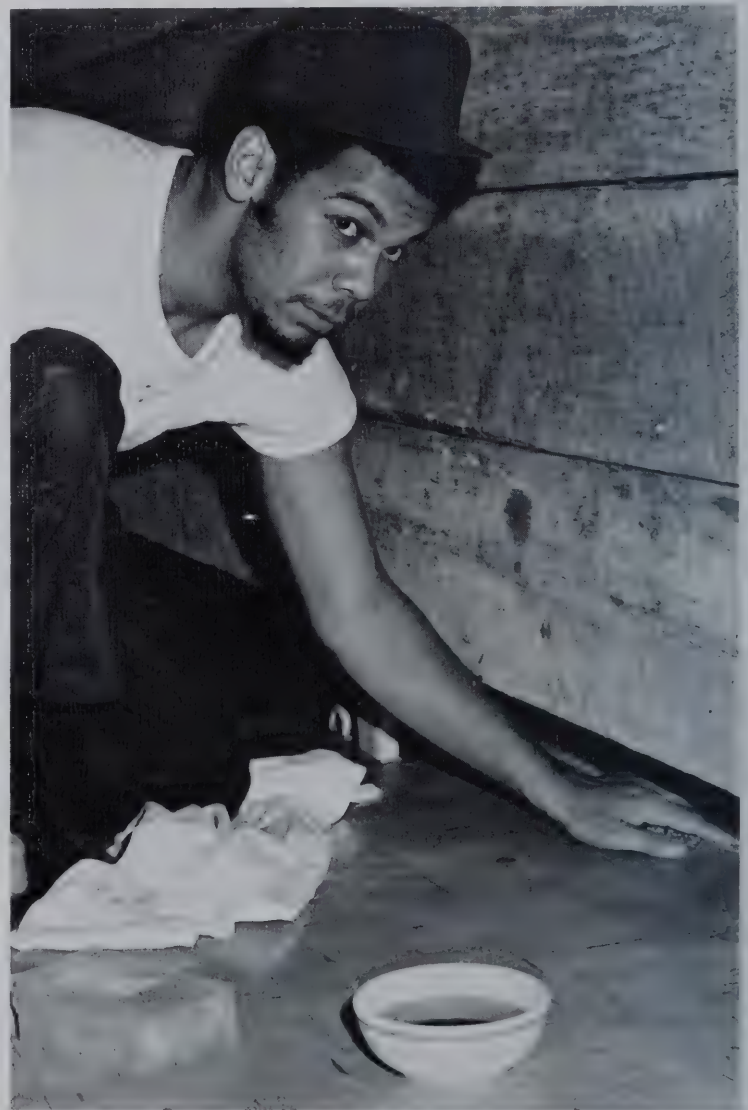


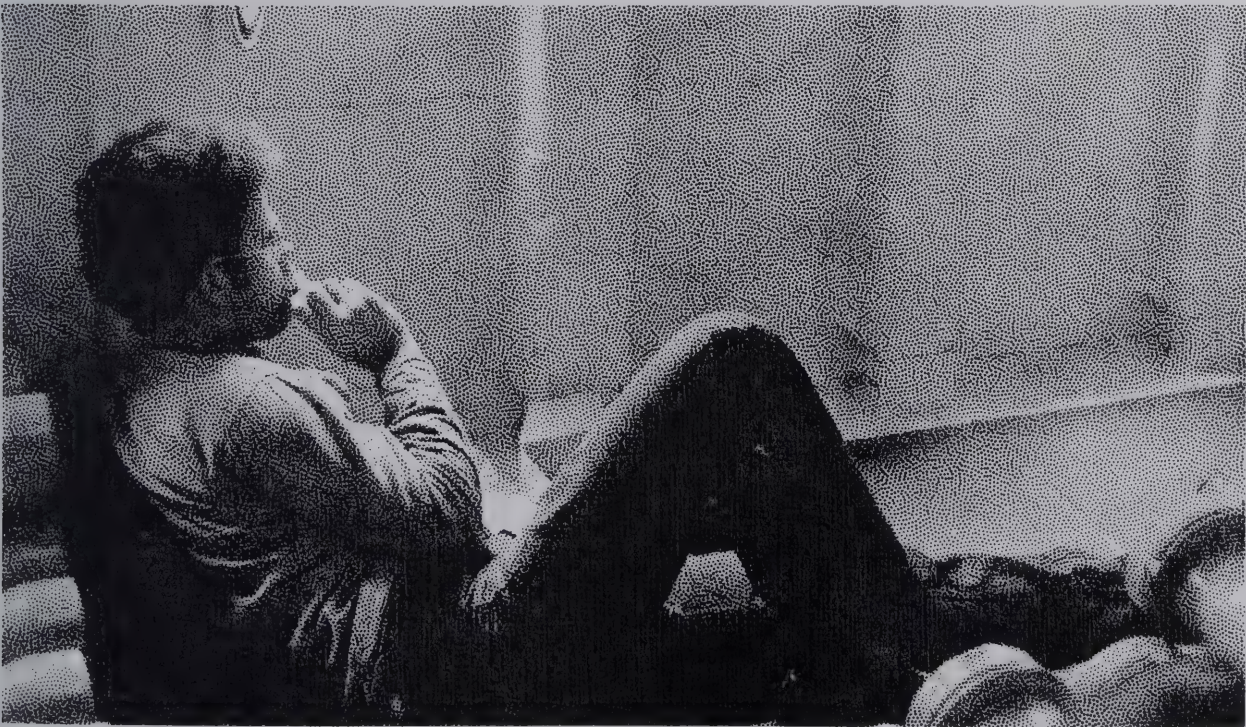
THE CREW AT WORK, AT PLAY, AT EASE



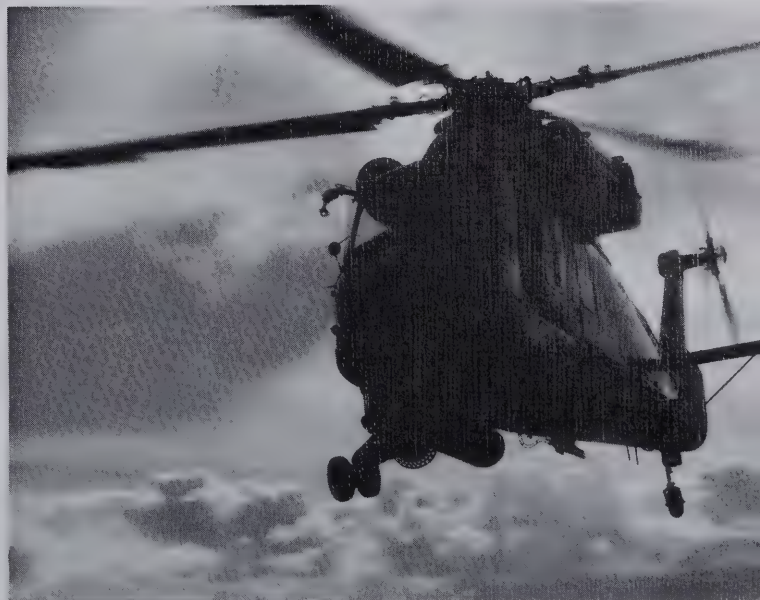


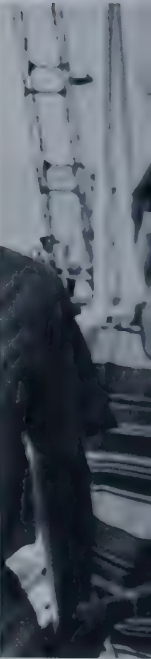






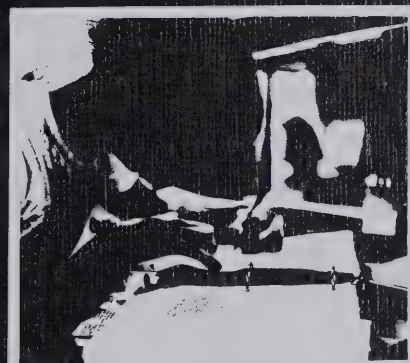
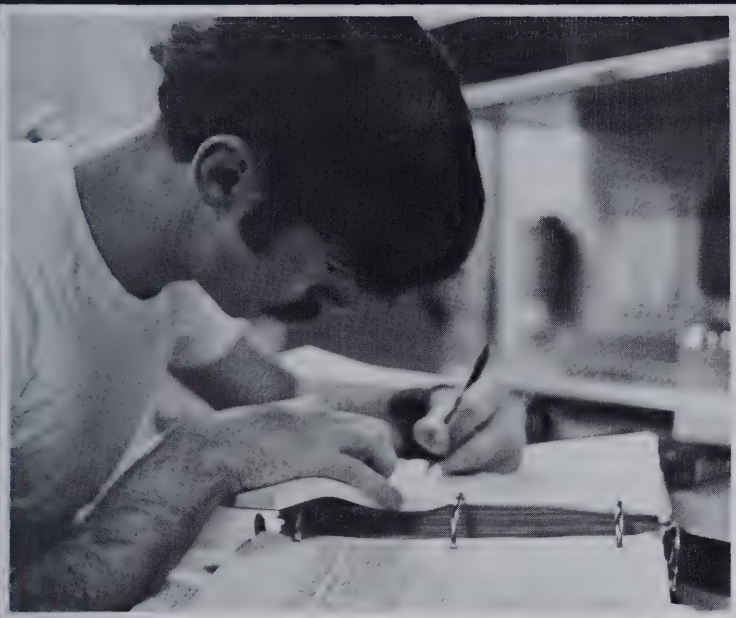












ADMINISTRATION

POWELL, R. C.
HOWELLS, J. T.
GUNHOUSE, R. F.
PEEK, T. L.



REESE, J. W.
SCHULTZ, R. W.
BOYLE, J. A.
GARCIA, R. A.





RAMAGE, L. B.
BAKKELAND, R. L.
BALLARD, D. W.



BERENS, B.
BOWMAN, L. D.
BRIGGS, R. C.
BROWN, R.
CAMPBELL, D. P.
CASTILLO, R.



COLLINS, R. J.
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GRAY, S. P.
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GOSSAGE, S. E.
GREEN, J.



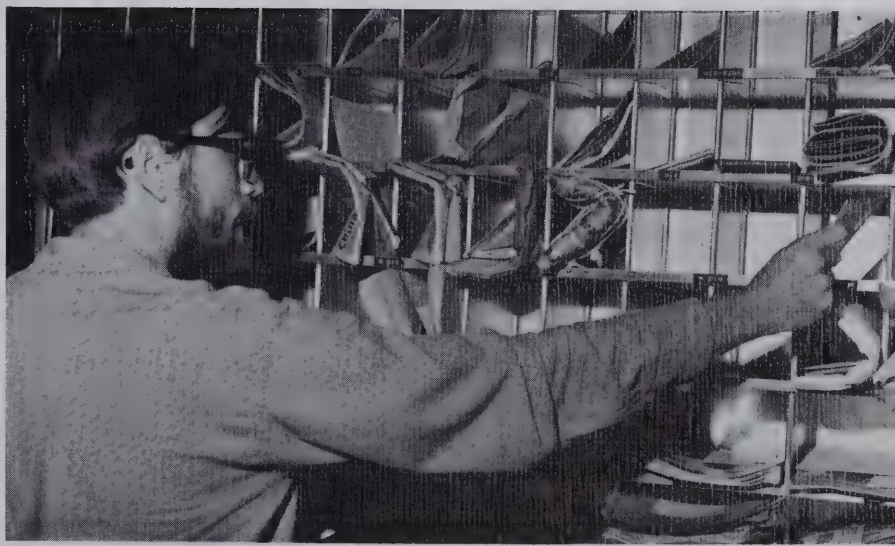
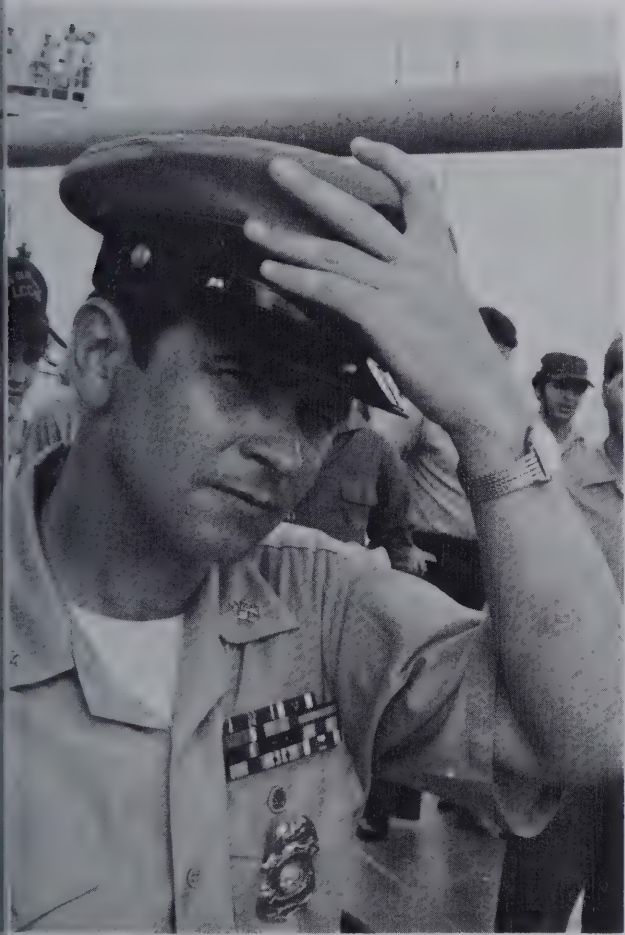
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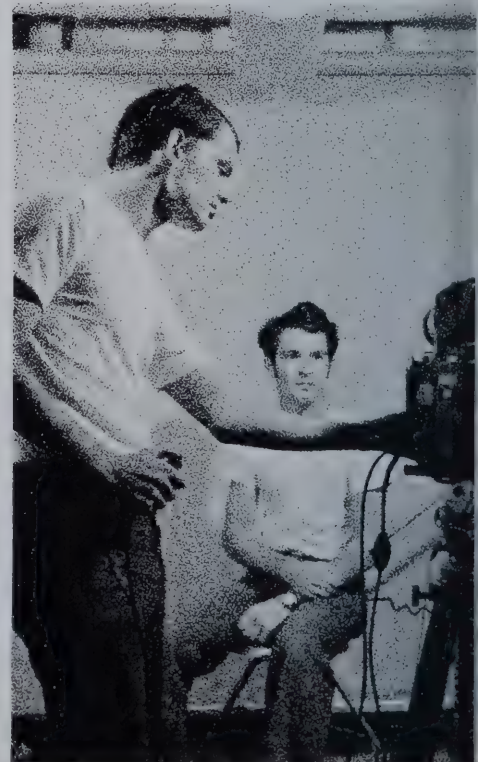
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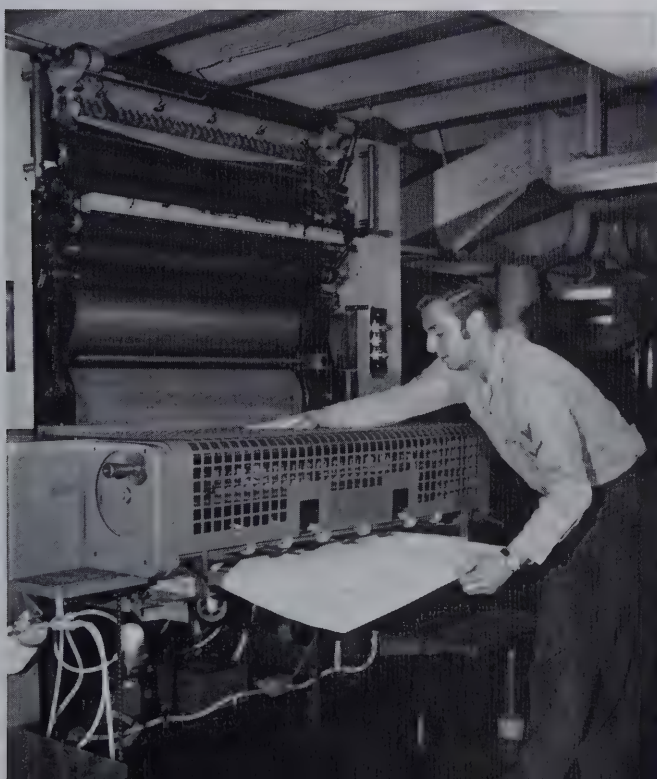
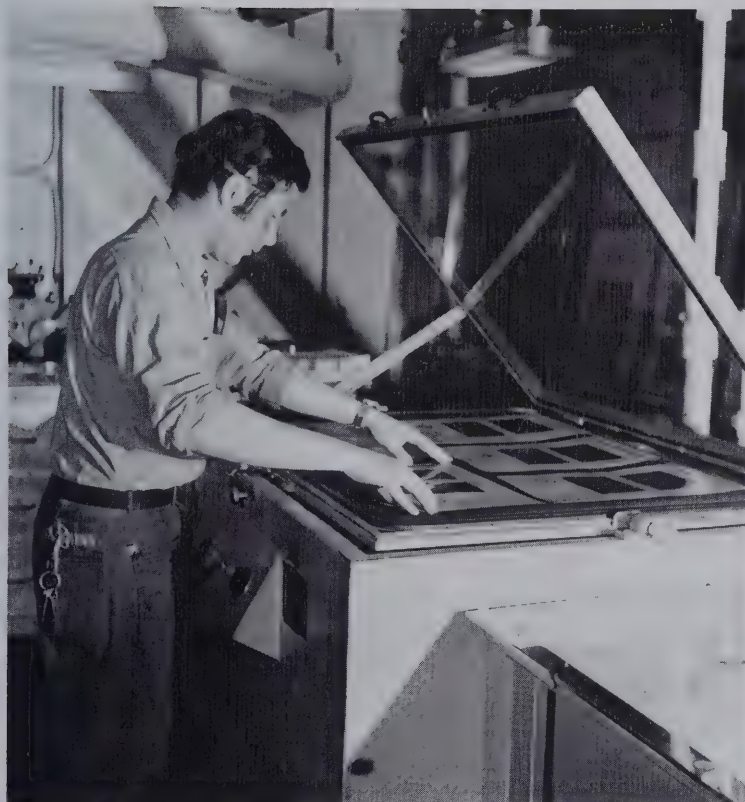
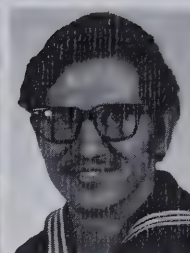
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COMMUNICATIONS



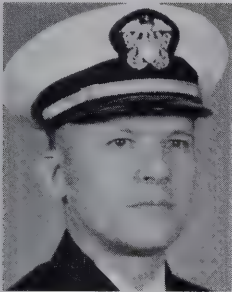
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LCDR K. G.
 KONEUAL
 PRESENT COMMUNICATIONS
 DEPARTMENT HEAD

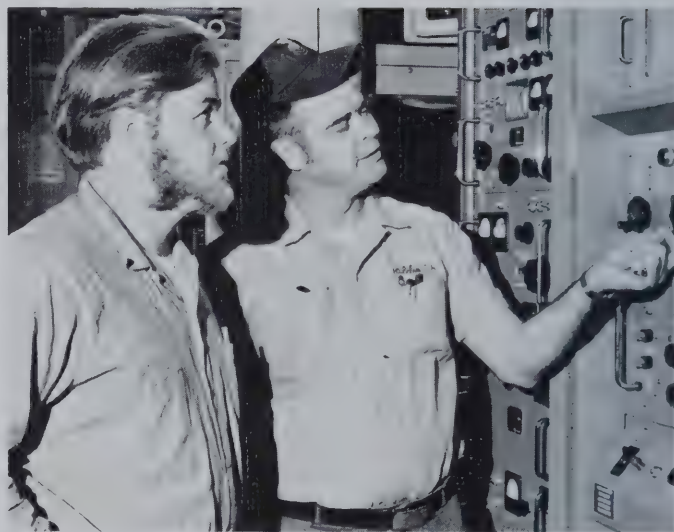
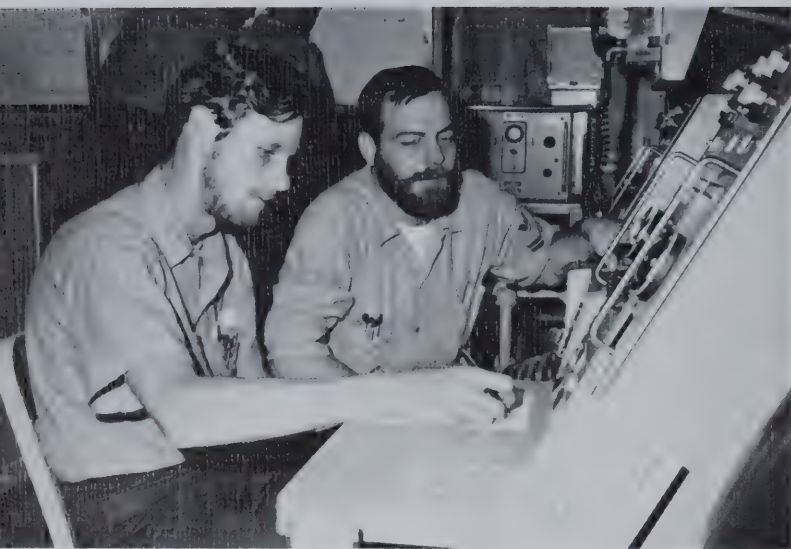


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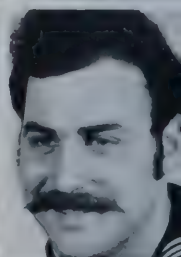




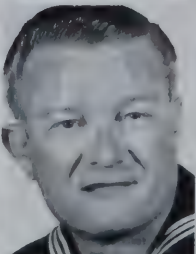
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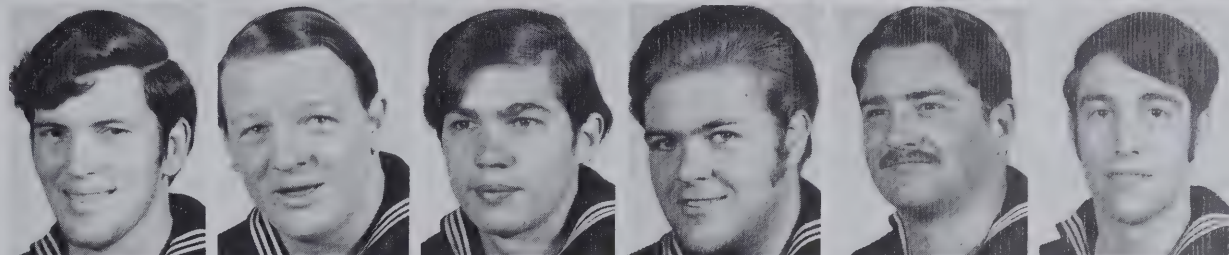
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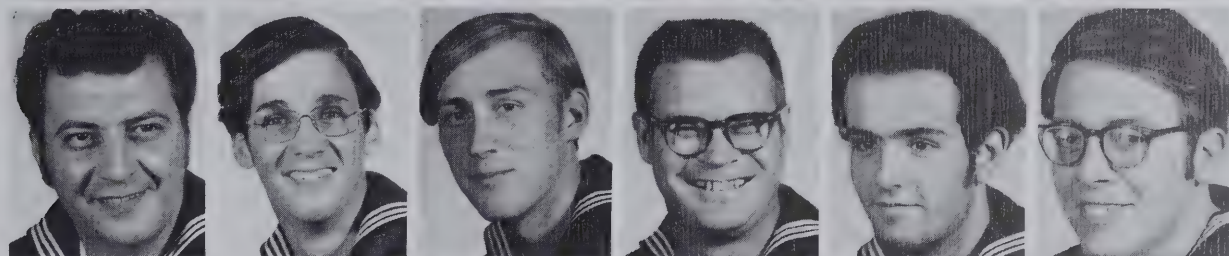
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TOZON, S. J.
VERTIN, M. T.
VINCENT, G. R.
WALDEN, C. K.
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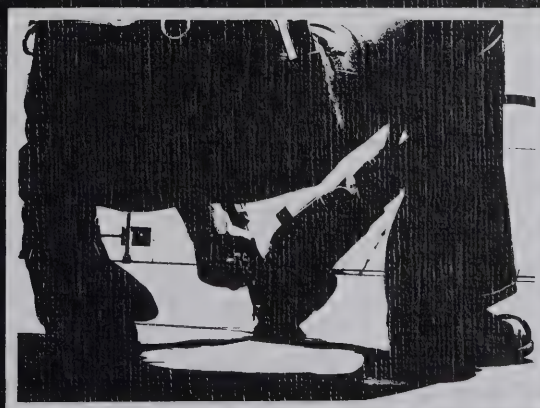


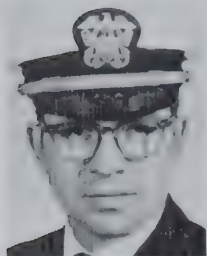
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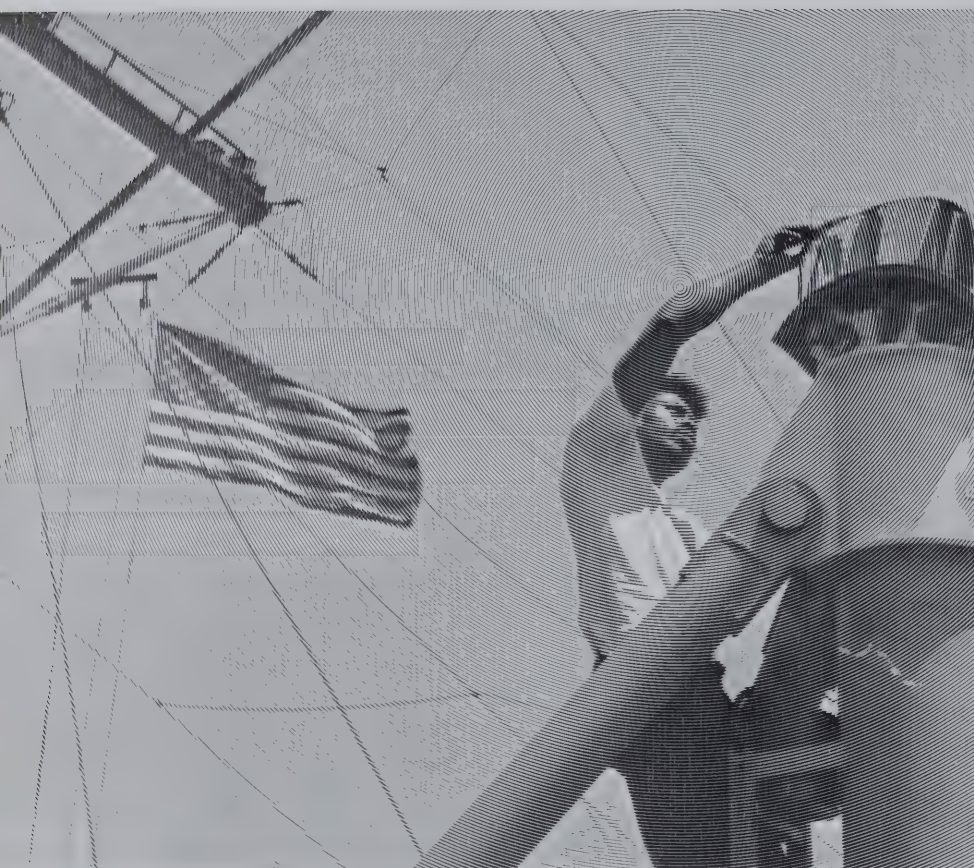
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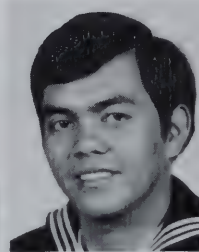
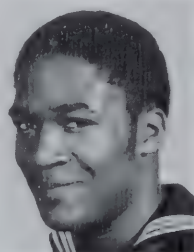


LT. N. R. FLUHRER
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MAJEWSKI, E. T.



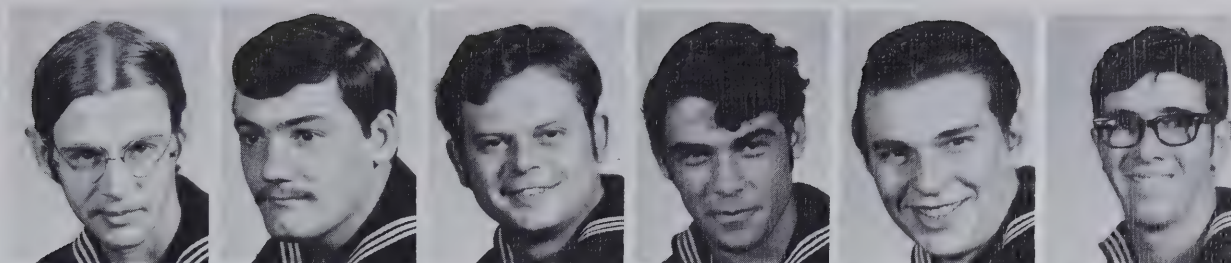
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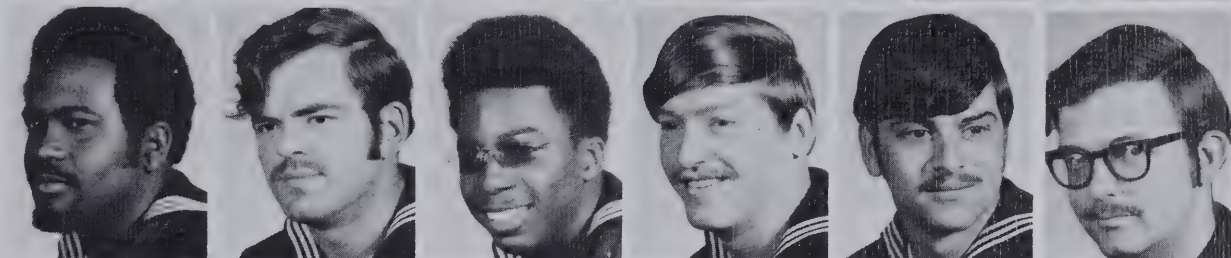
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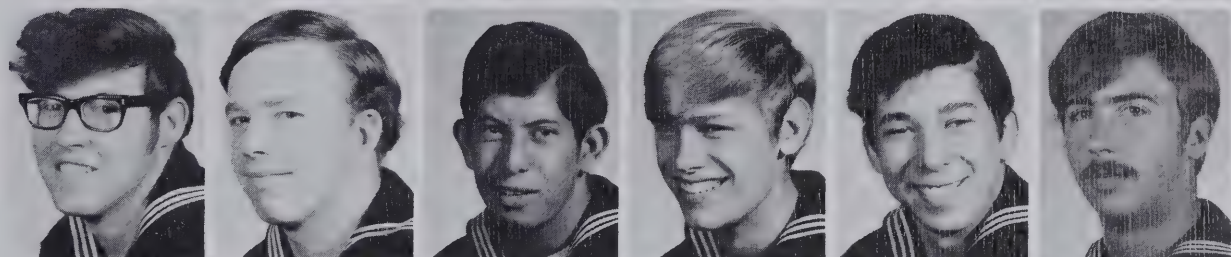
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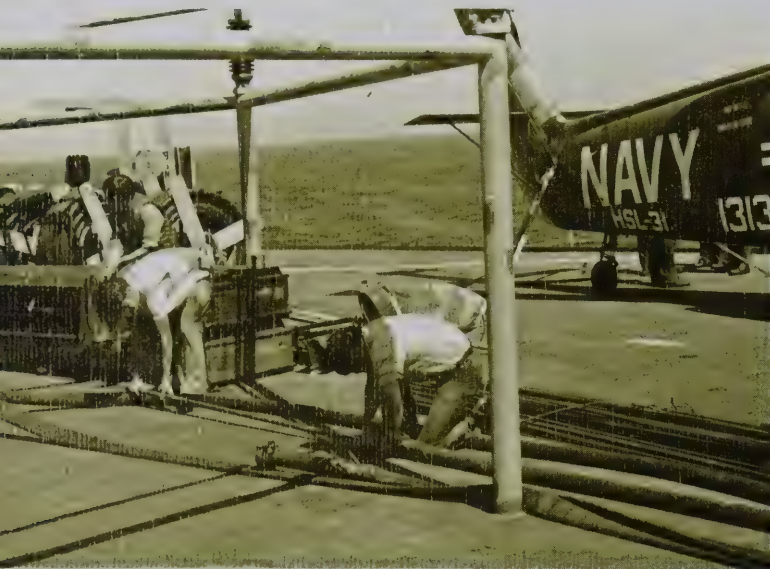


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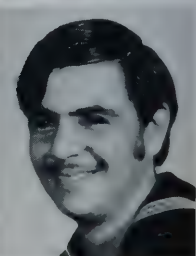
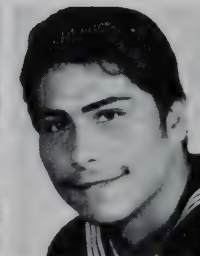
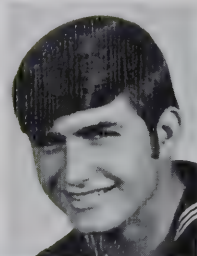




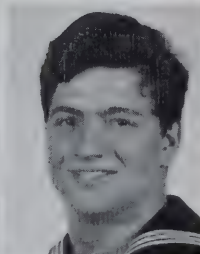
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SALAZAR, E. L.



SANCHEZ, J.
SARDINA, J. N.
SAVILLE, B. P.
SCHLERING, T. J.
SIKES, V. L.
SMITH, W. B.



STEWART, R. D.
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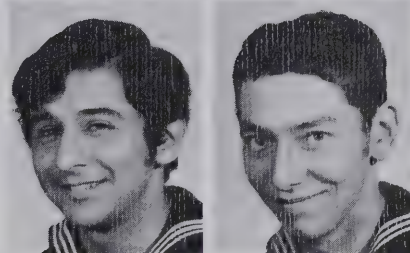
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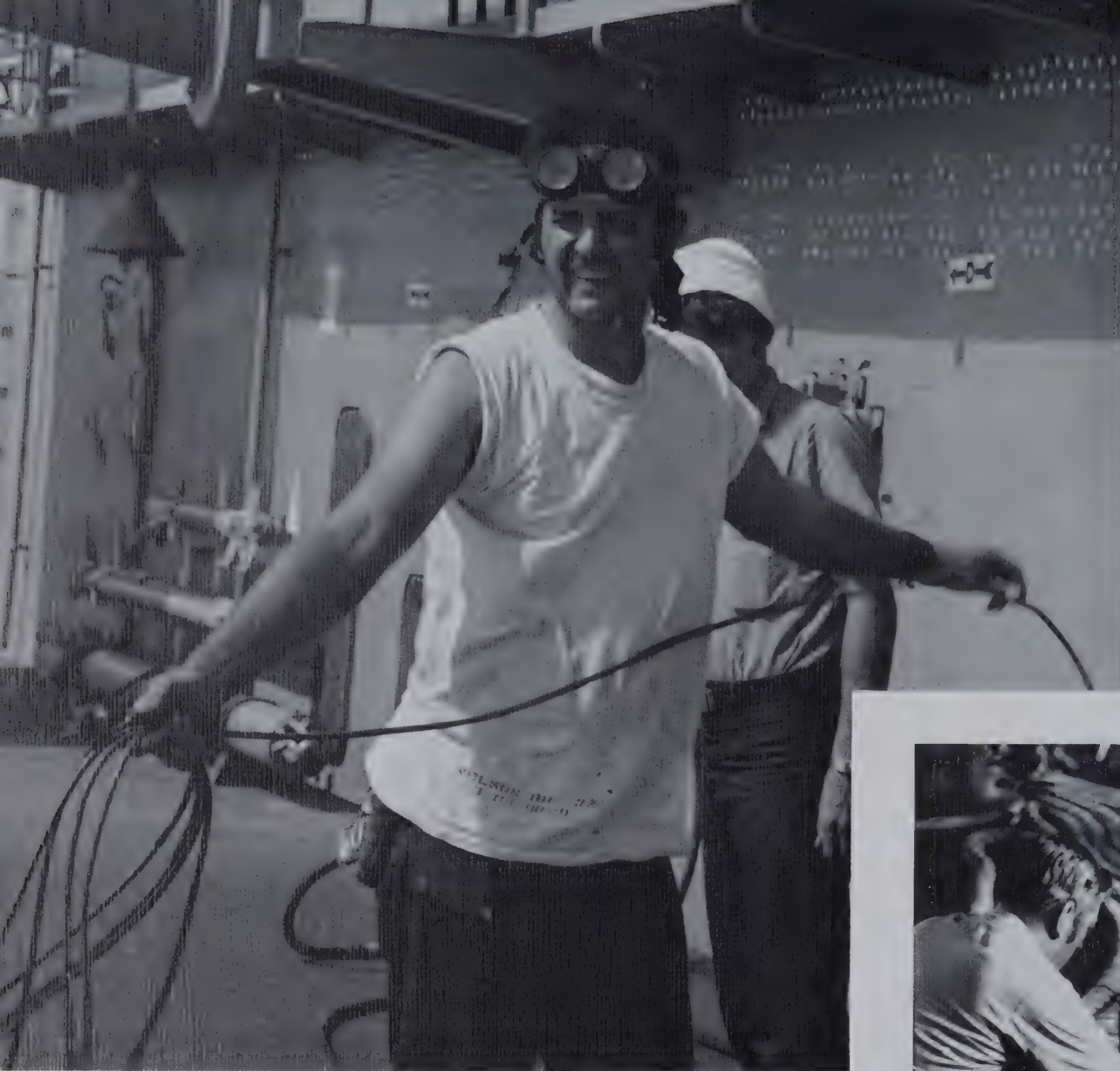


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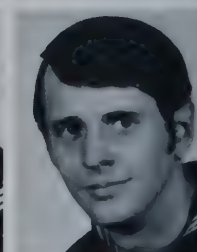




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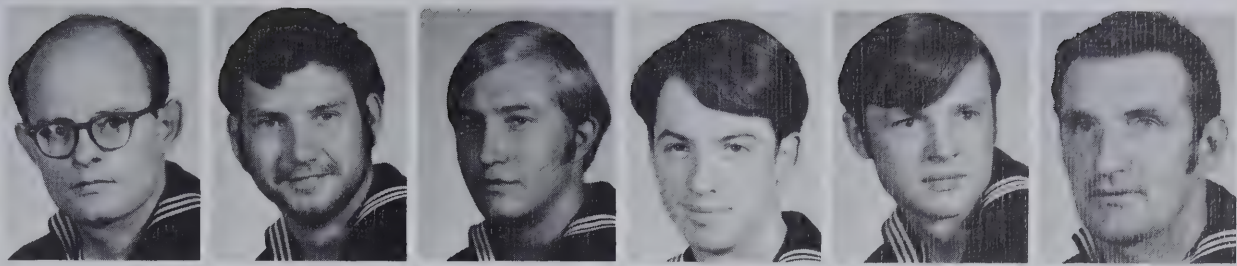
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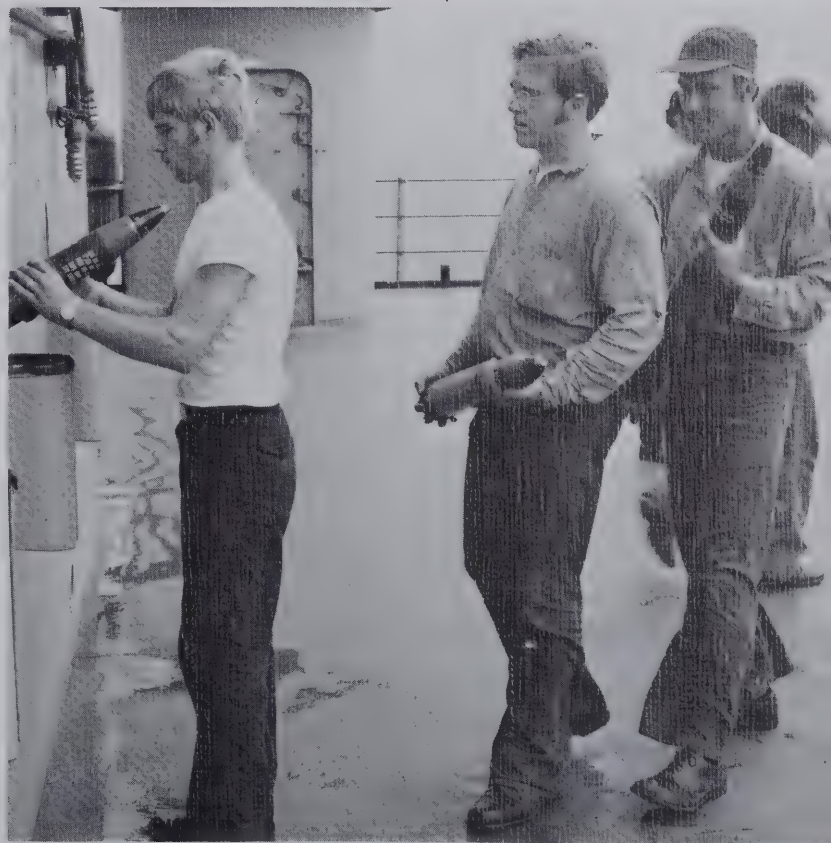
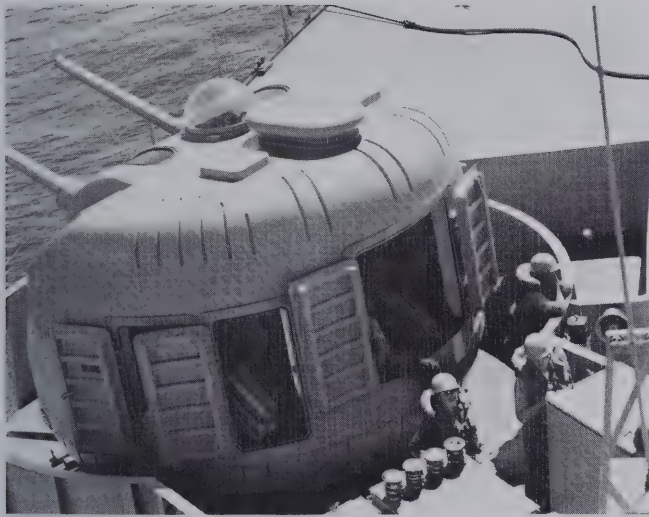
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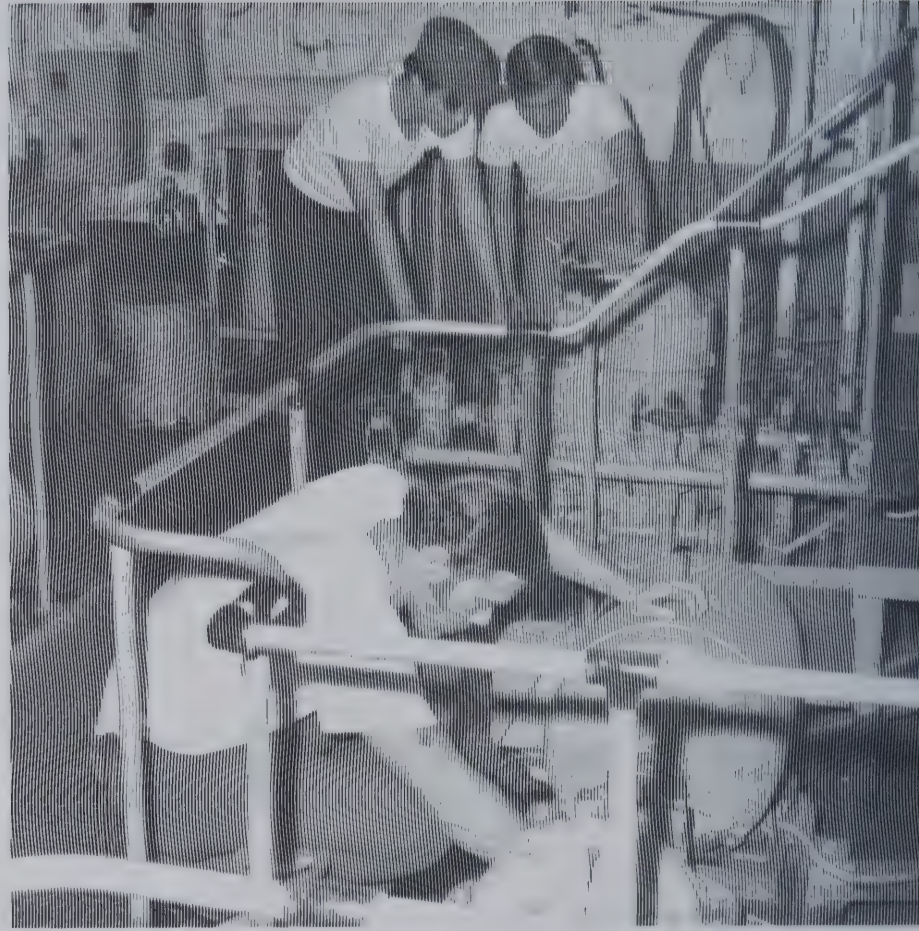
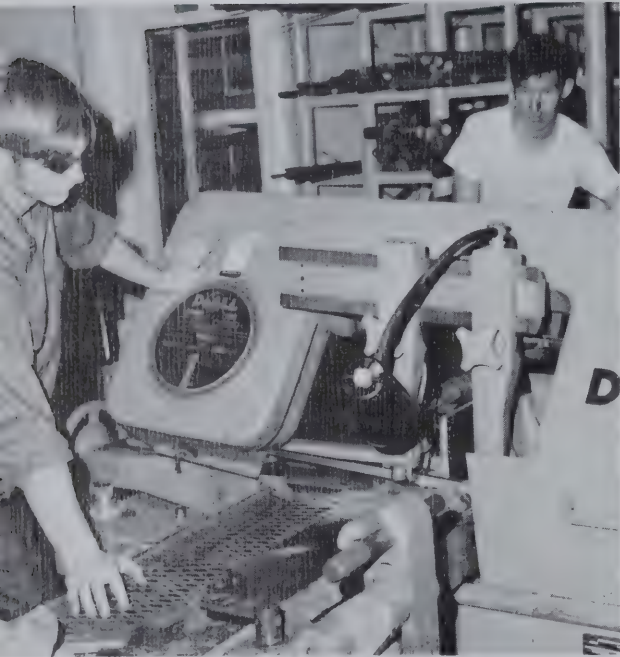


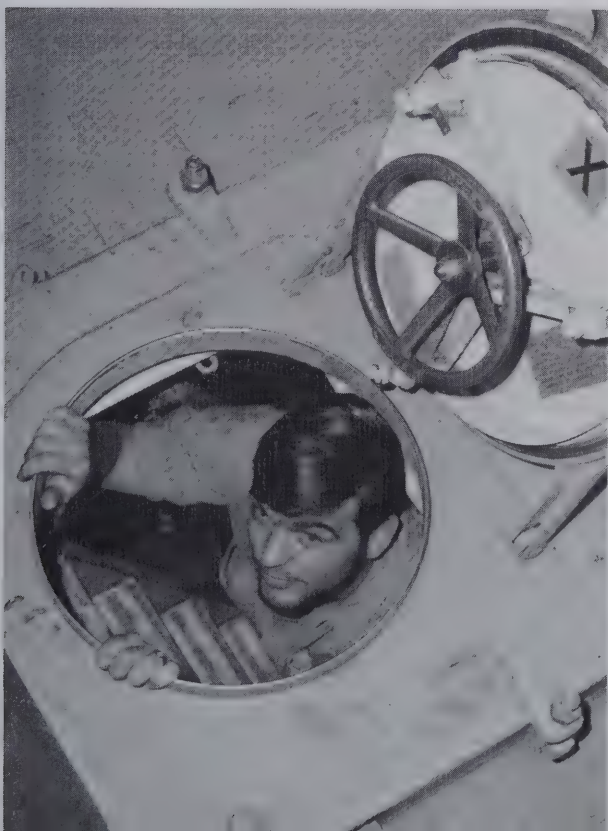




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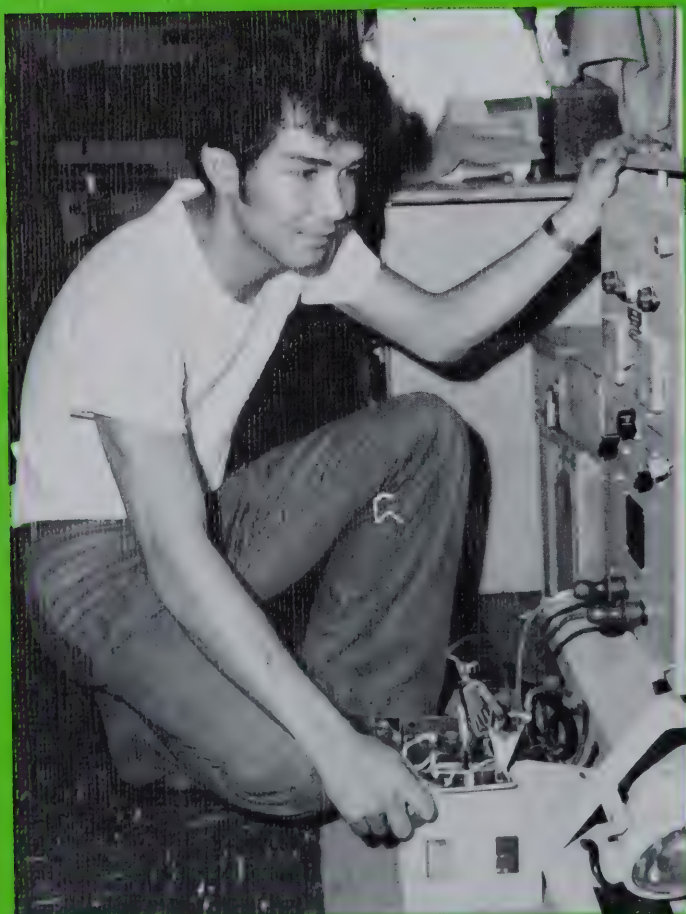
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GELLES, J. J.
TUCKER, R. E.
DELROSARIO, T. D.



BU'TTOLPH, T. L.
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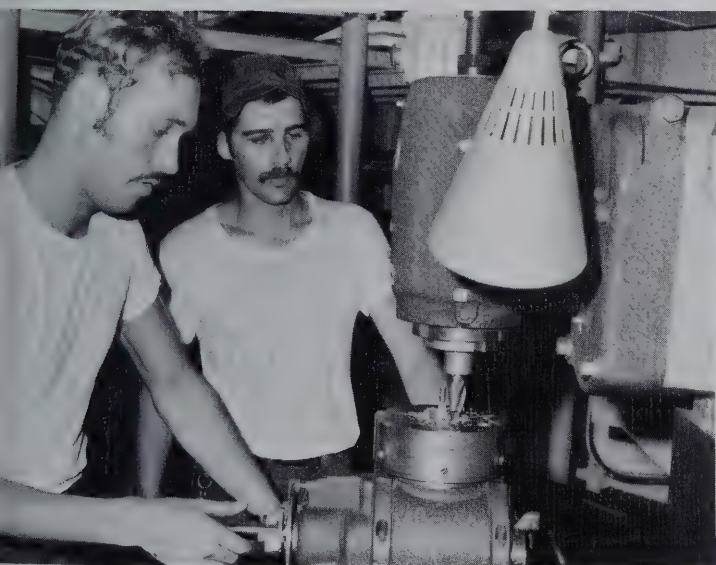
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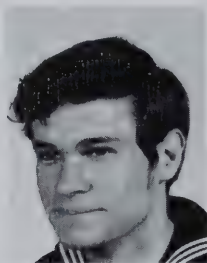


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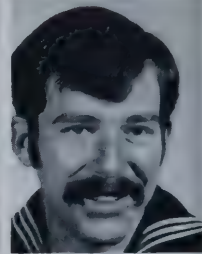
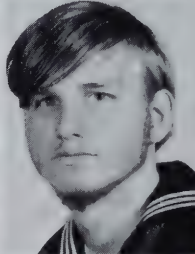




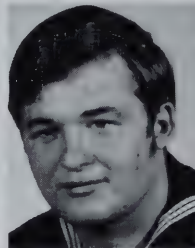
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KNICK, W. D.



KNOX, L. B.
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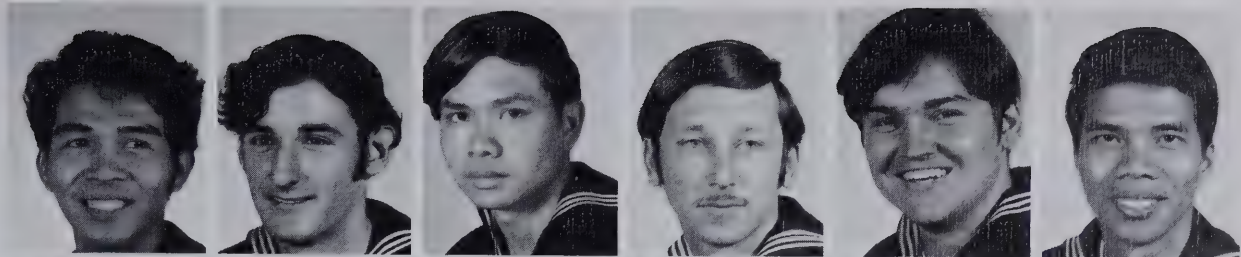
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WALL, R. J.
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WRIGHT, B. A.
ZABOKRTSKY, S. R.
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ABALOS, C. O.
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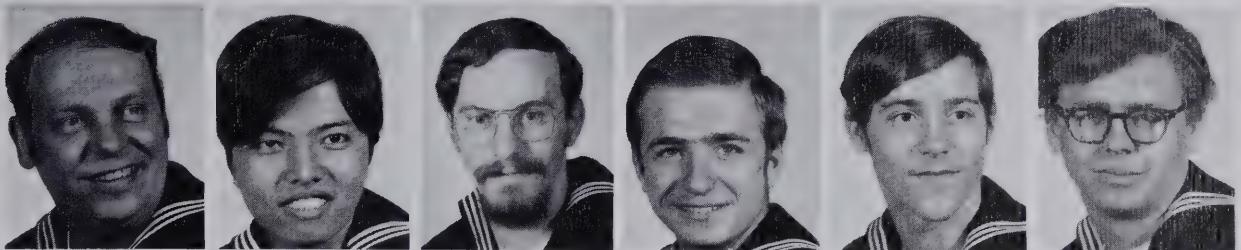
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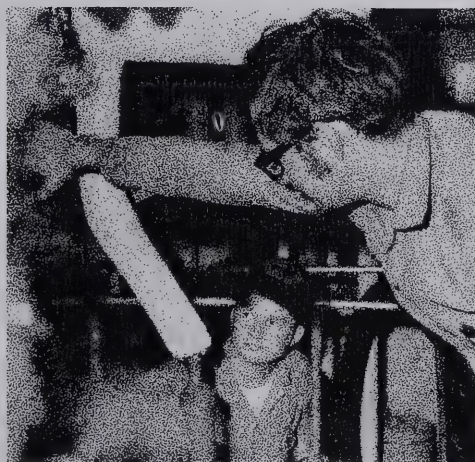
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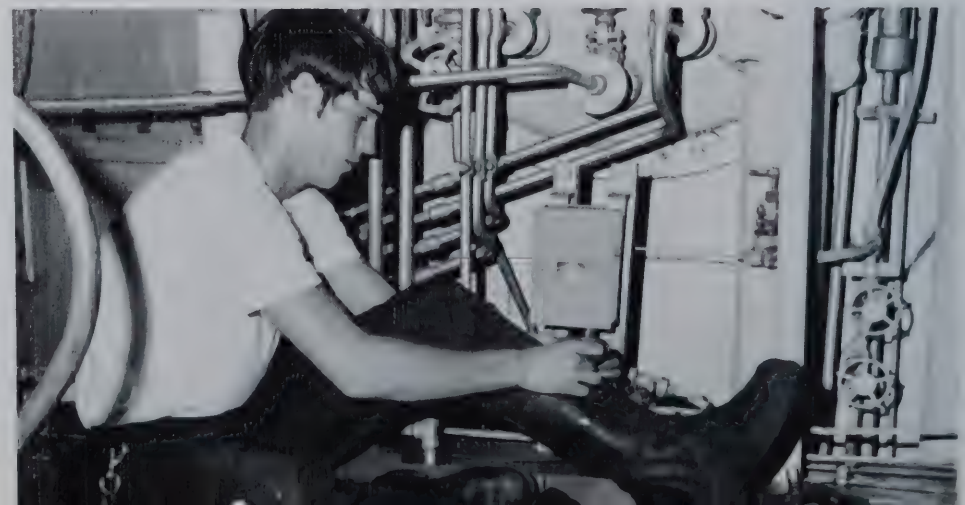
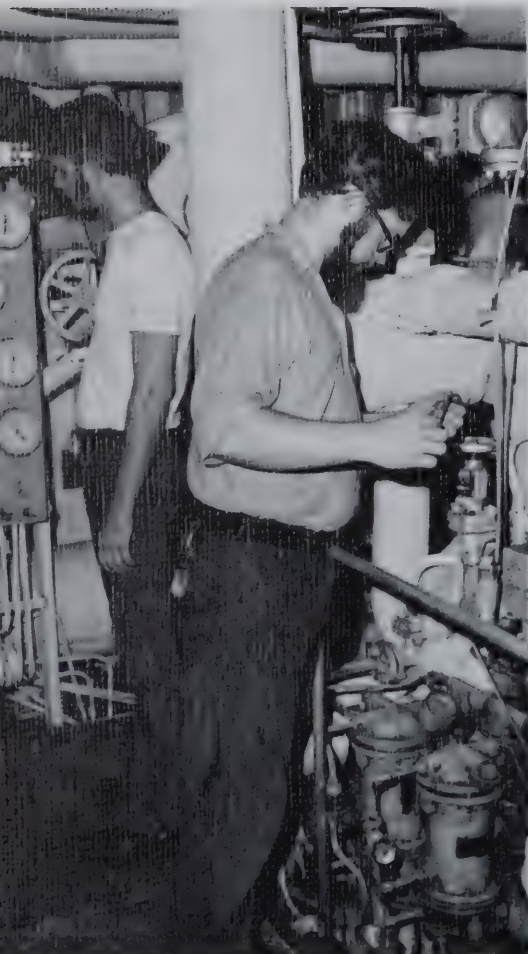
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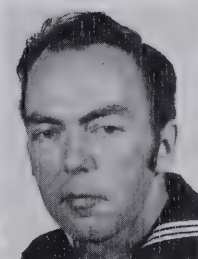
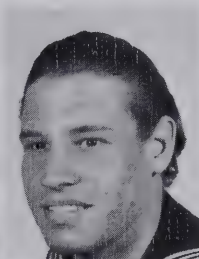
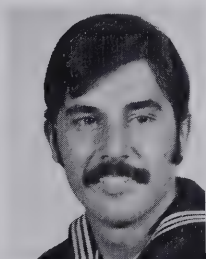


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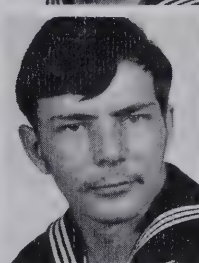
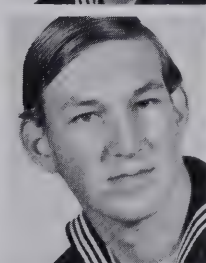




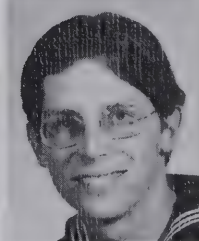
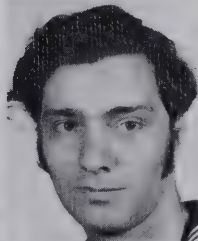
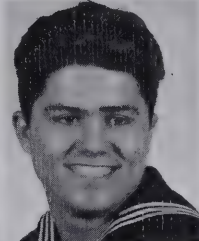
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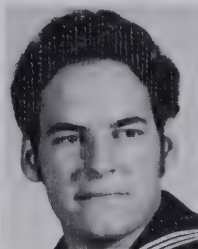
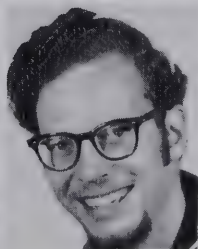
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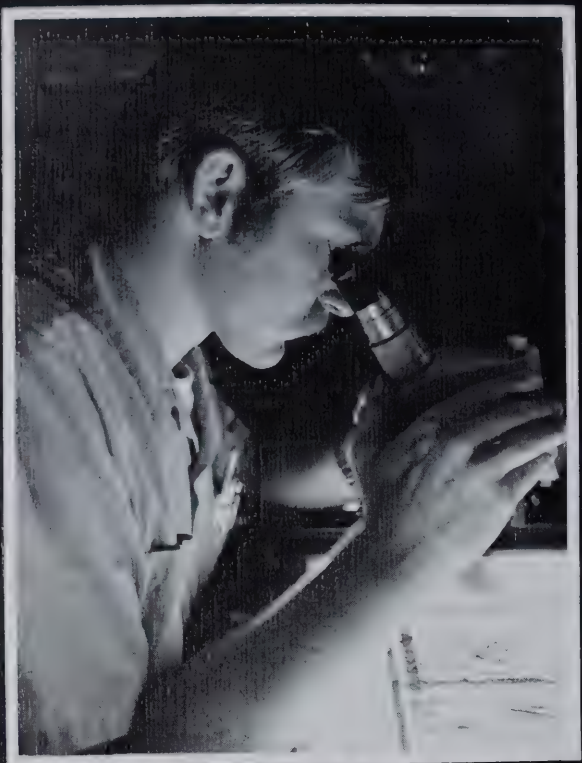


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INTELLIGENCE



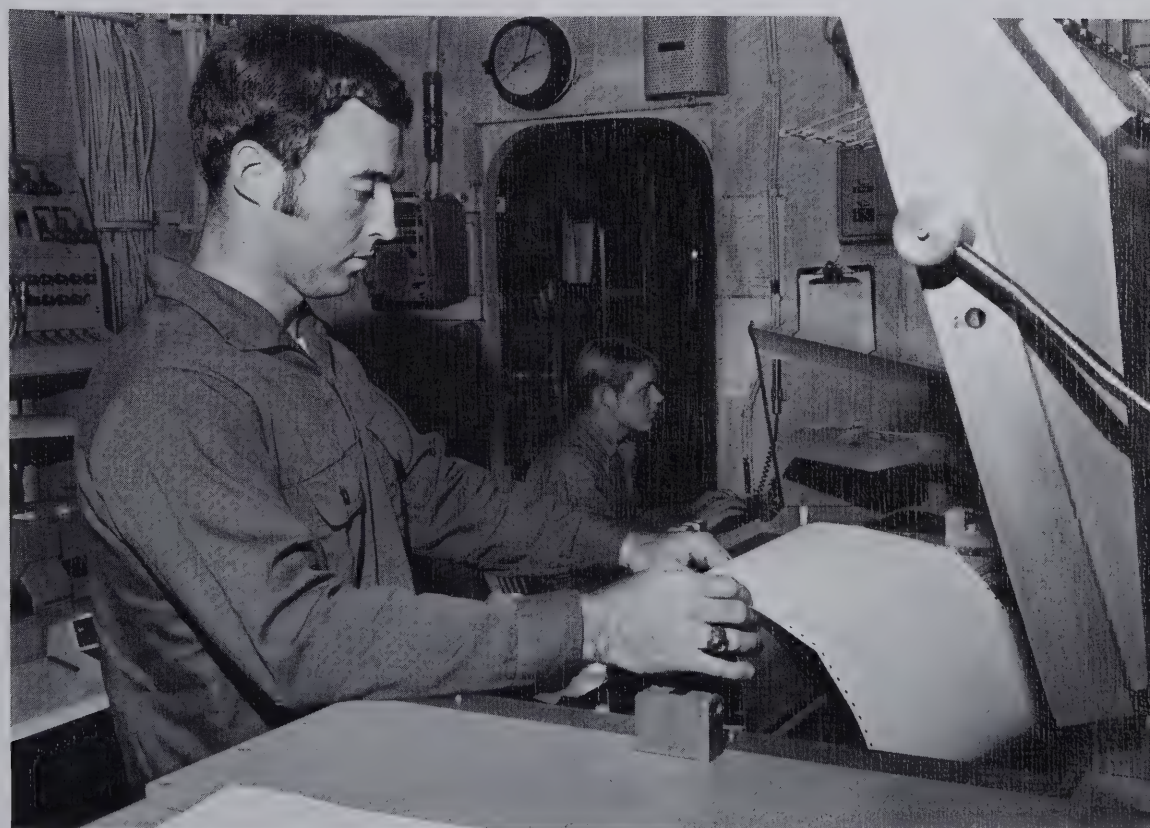
LCDR E. P. CURLEY
INTELLIGENCE DEPT. HEAD



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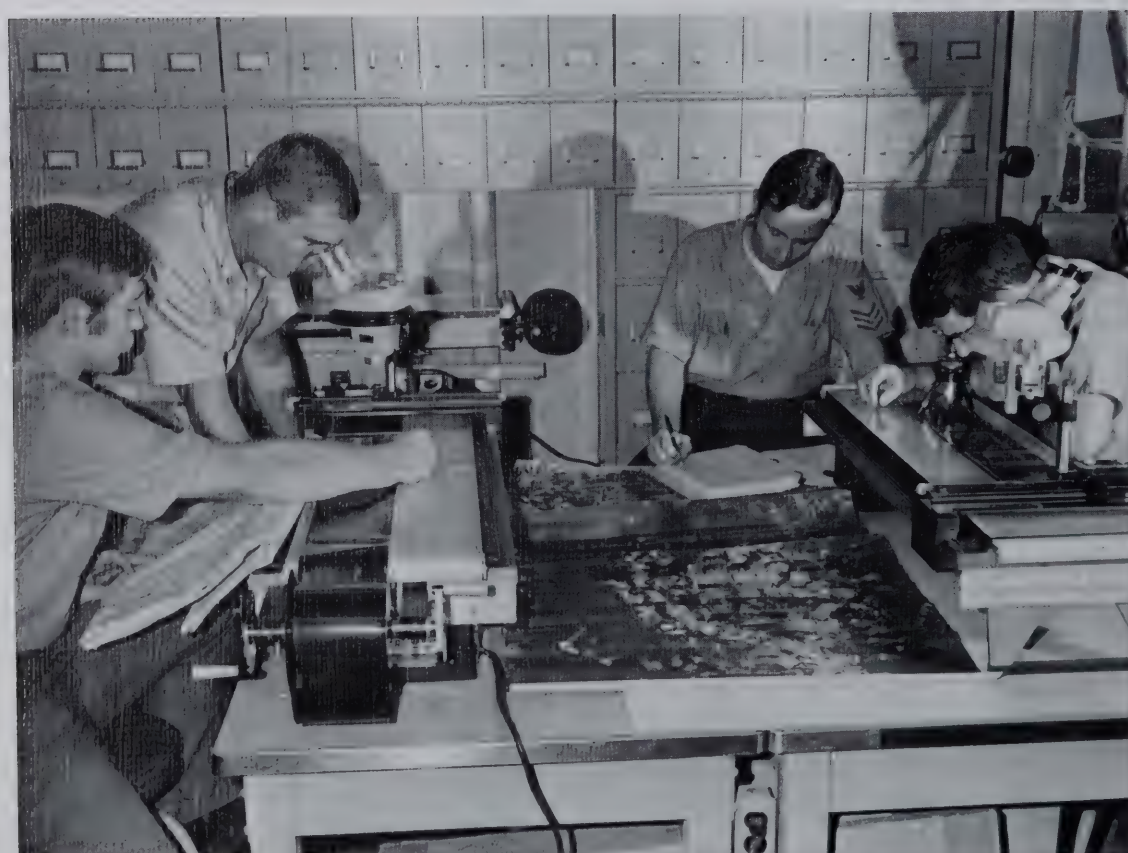
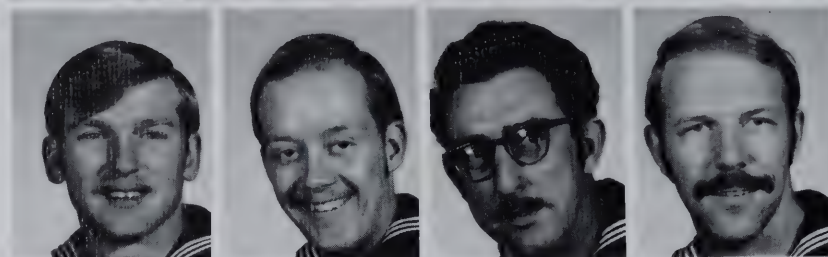
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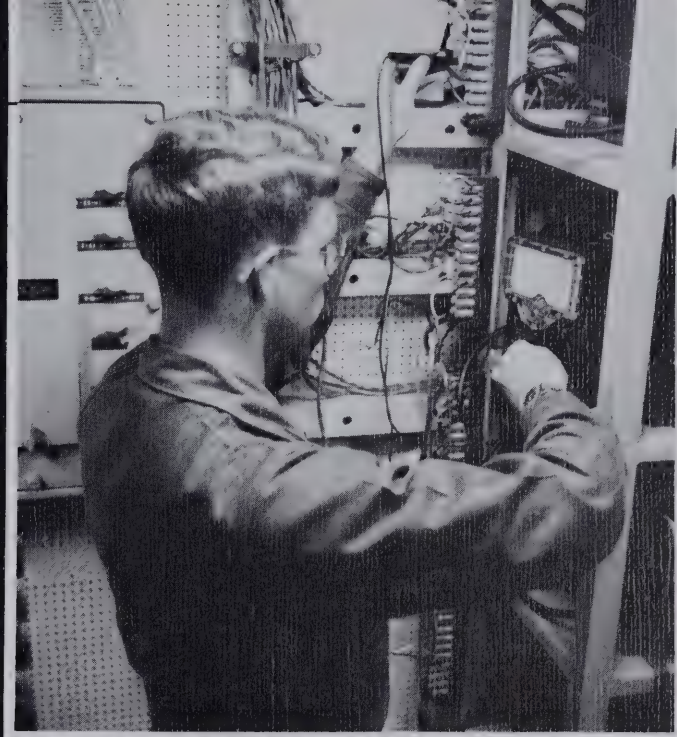


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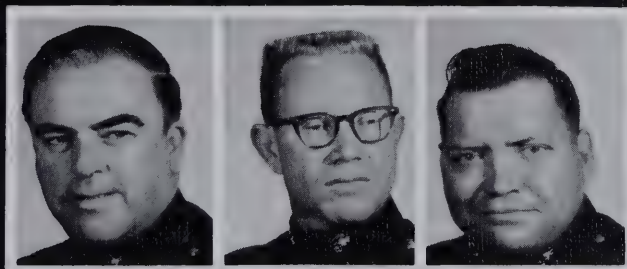


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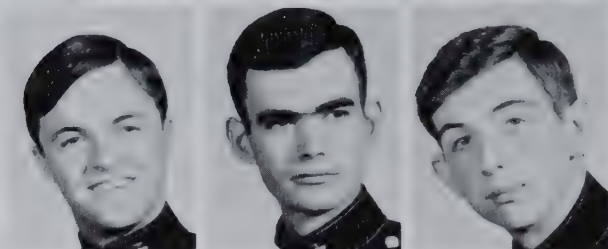
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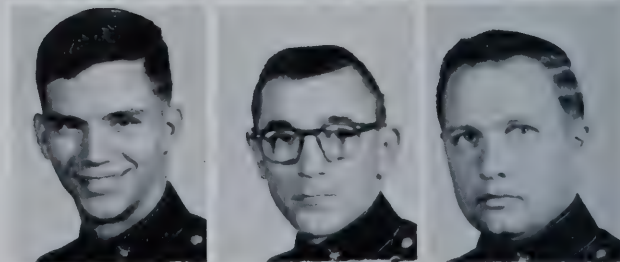
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MEDICAL/DENTAL

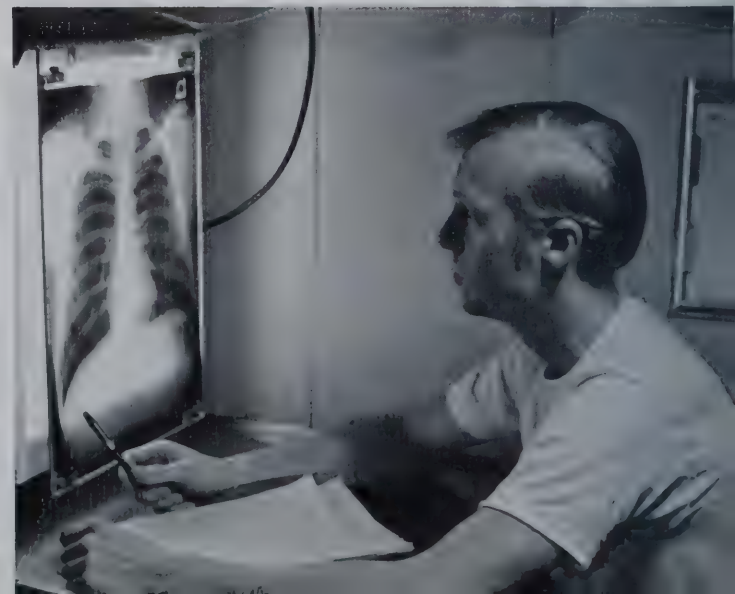
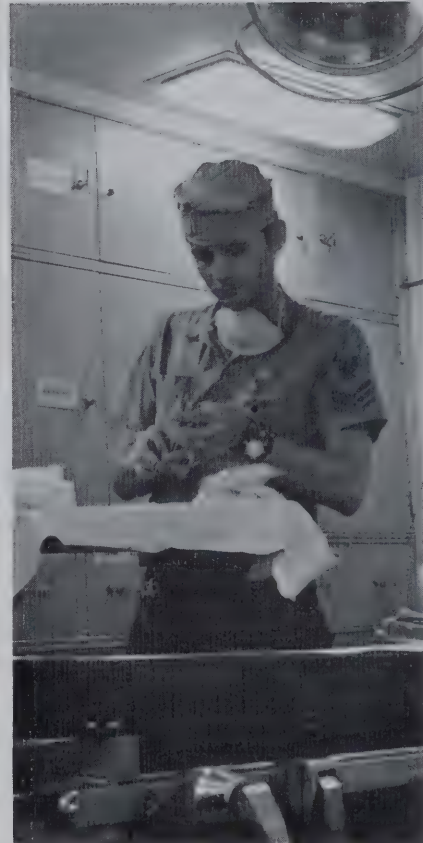
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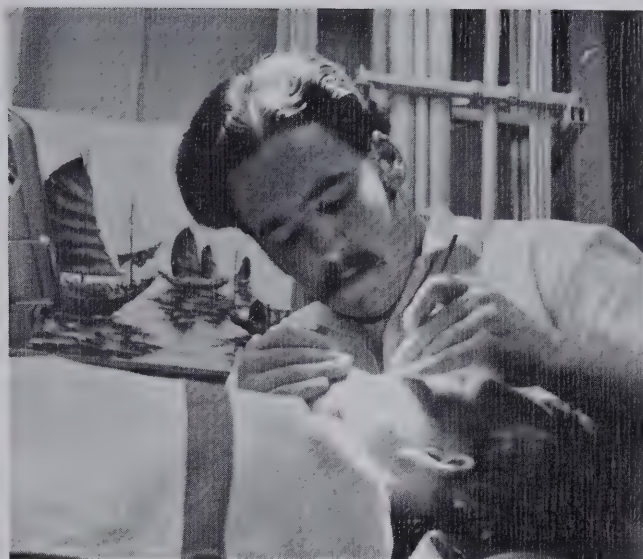


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DICE, F. C.
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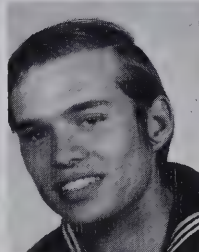
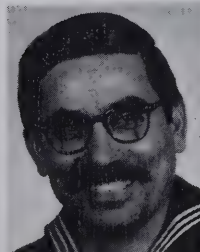


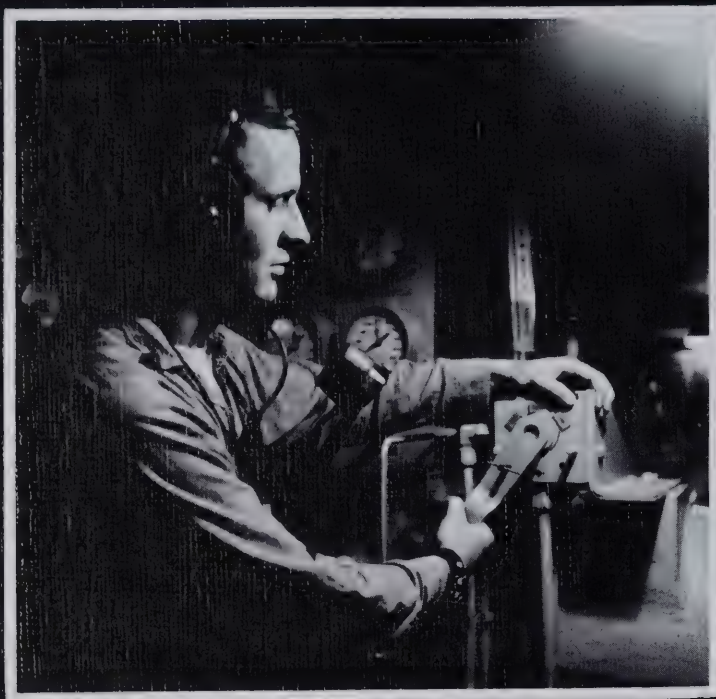


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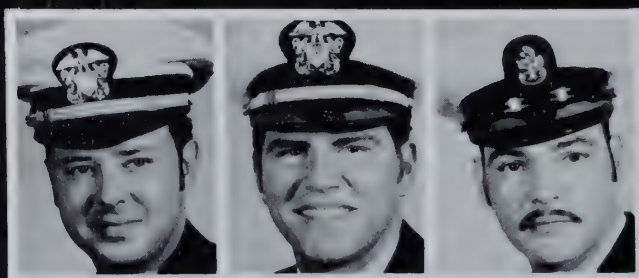
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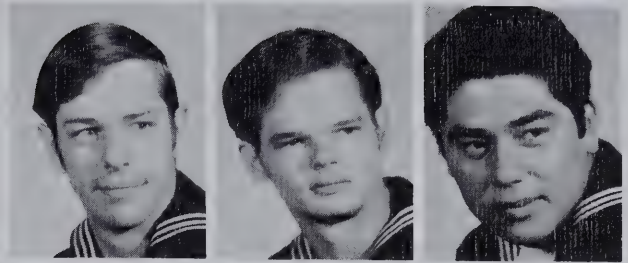


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WALTER, N. J.
COLCOCK, M. G.
QUEVEDO, L.



ANDERSON, D. J.
CHRISTIAN, R. R.
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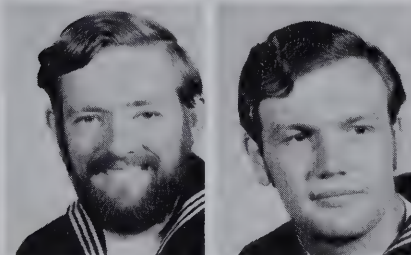
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OPERATIONS

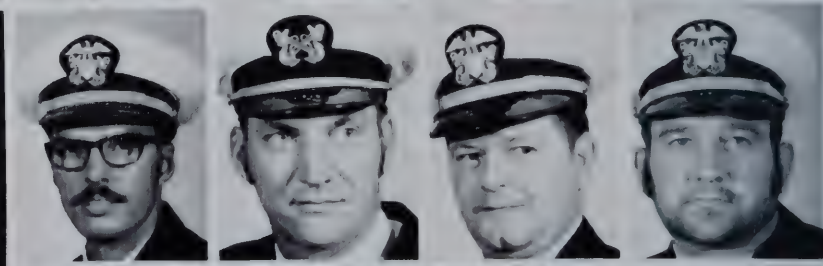


LCDR L. B. BOSWELL
OPERATIONS DEPARTMENT HEAD

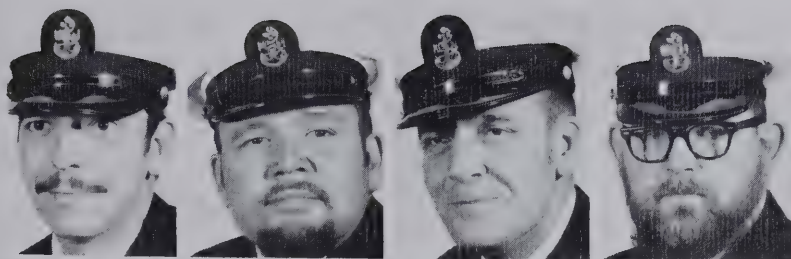
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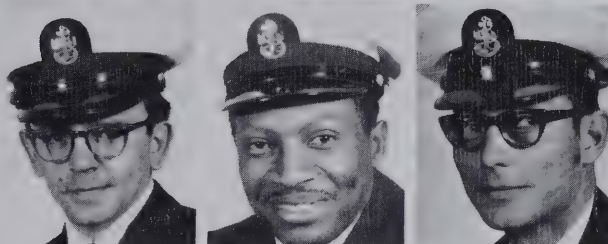
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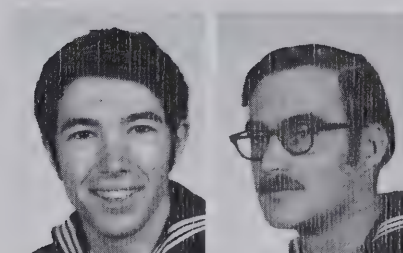
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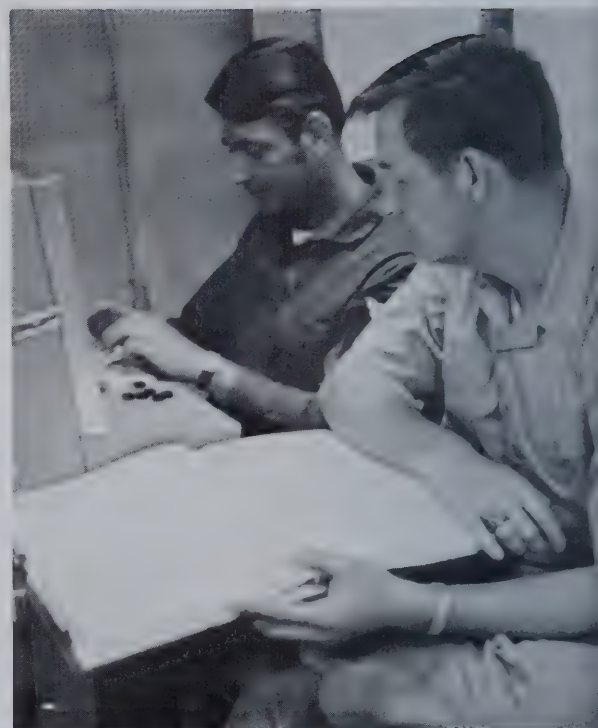


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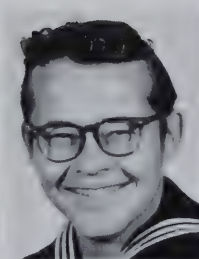


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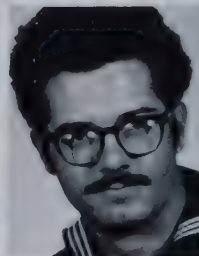




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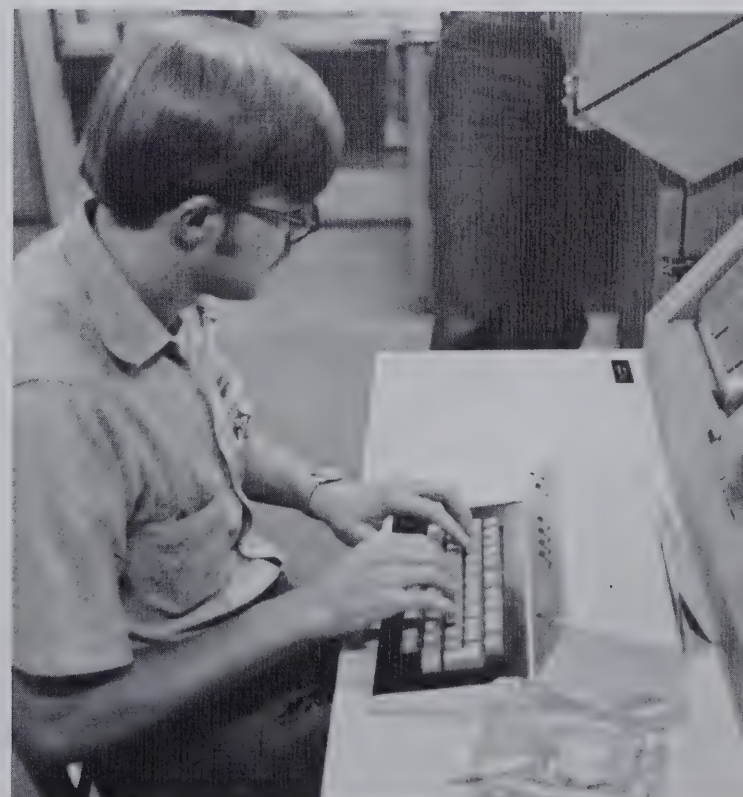
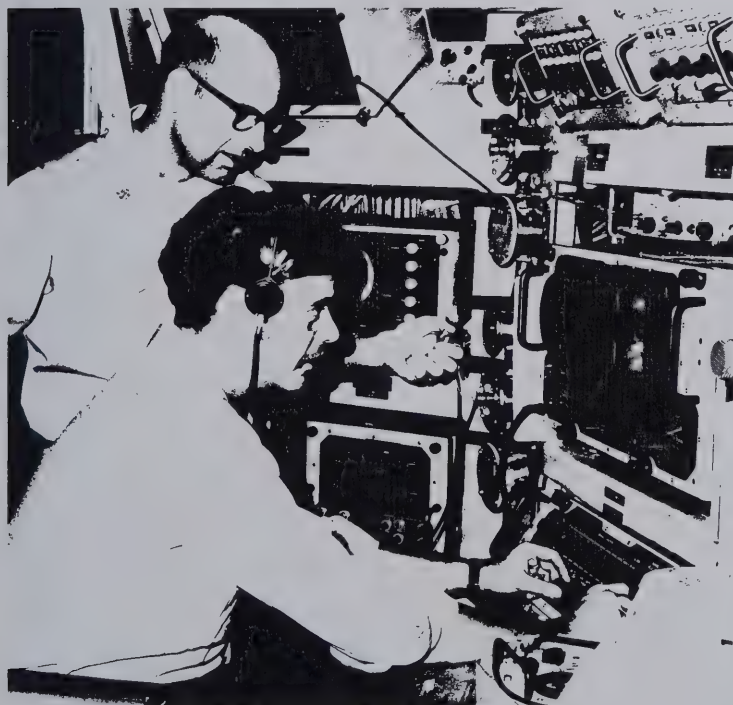
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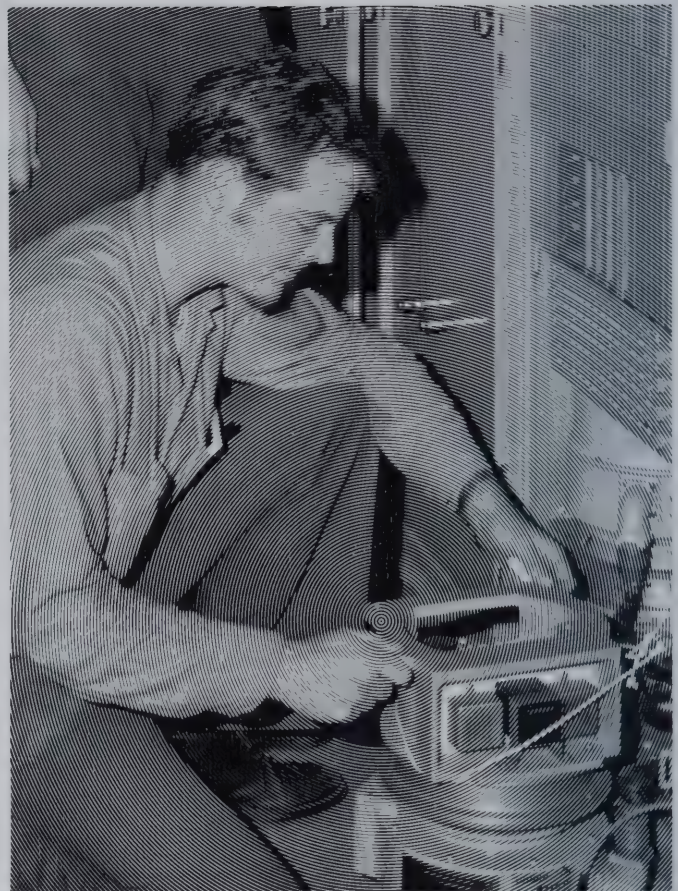
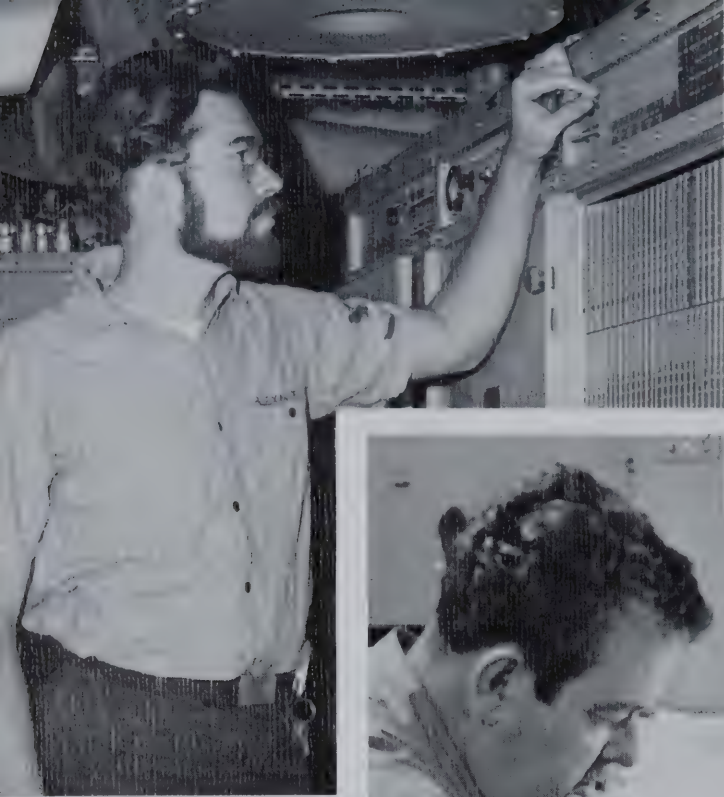


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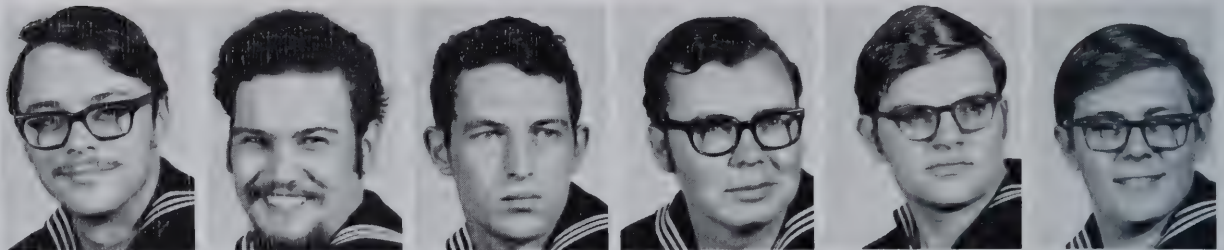


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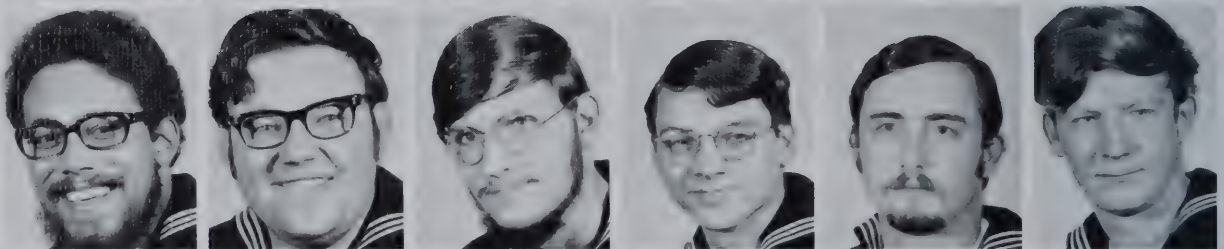




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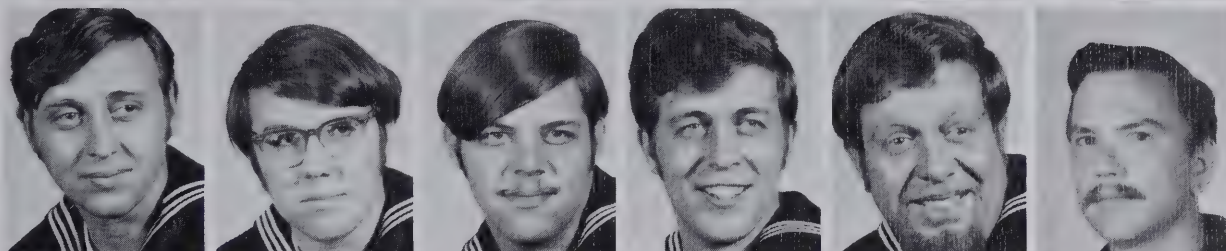
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SULLIVAN, P. A.
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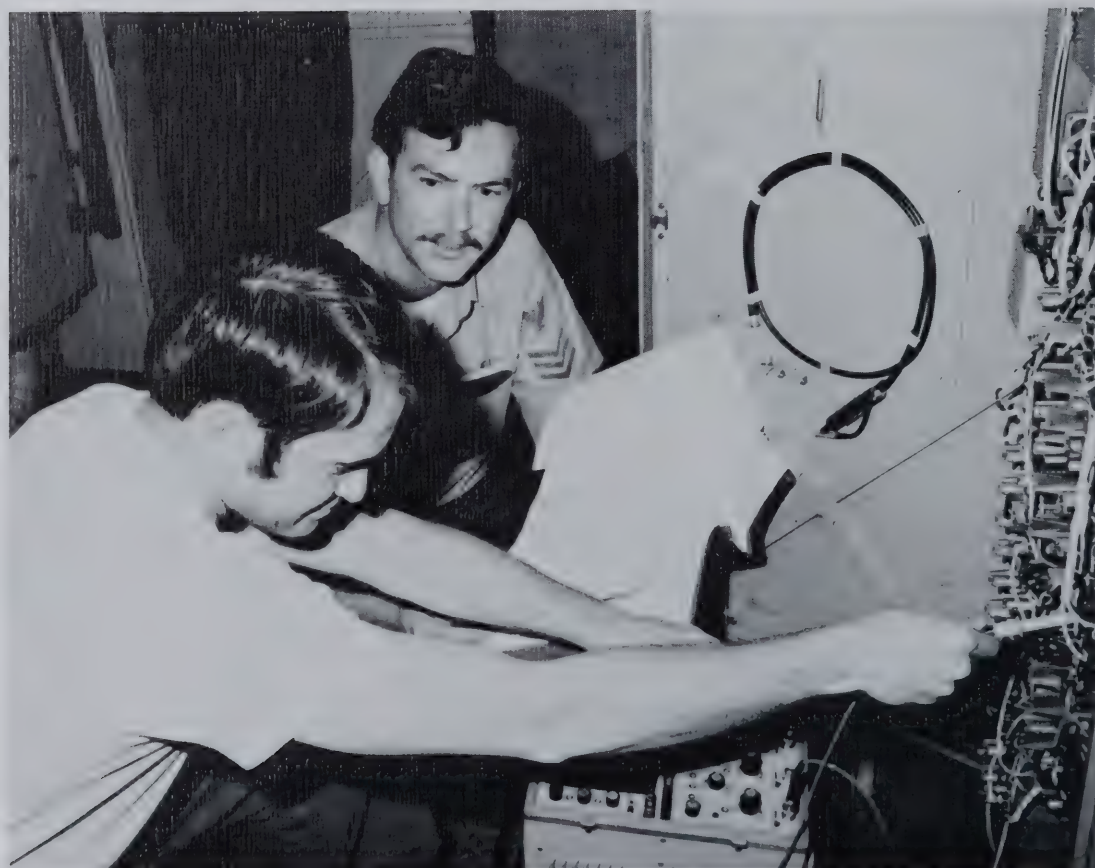
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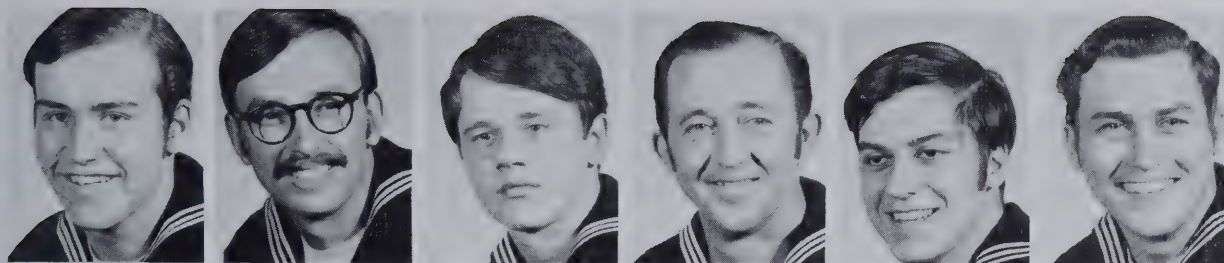


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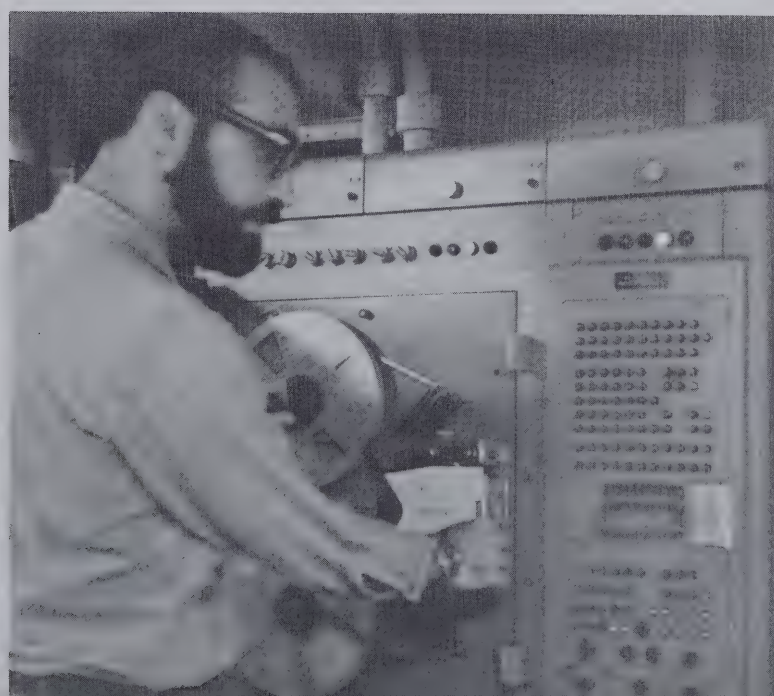




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KEISEL, J. A.
LYONS, D.
MC DANIEL, R. S.
MC GRATH, K. M.
MEARS, E. D.



MILLER, D. L.
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SIMMONS, J. S.



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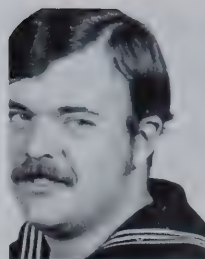


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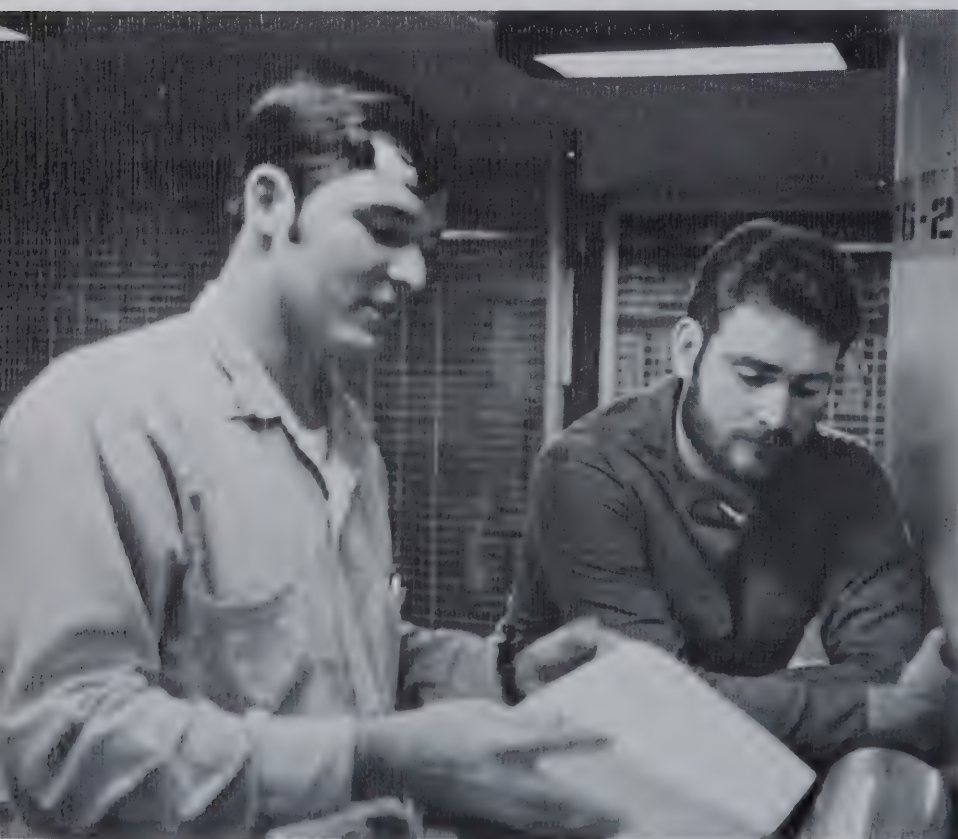
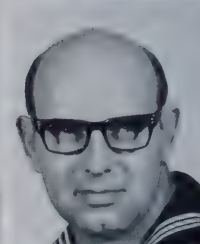
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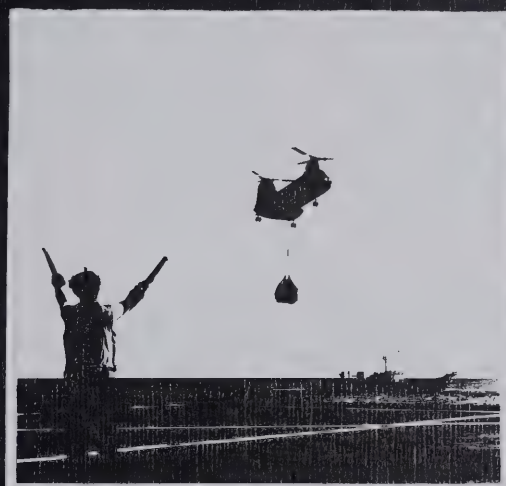
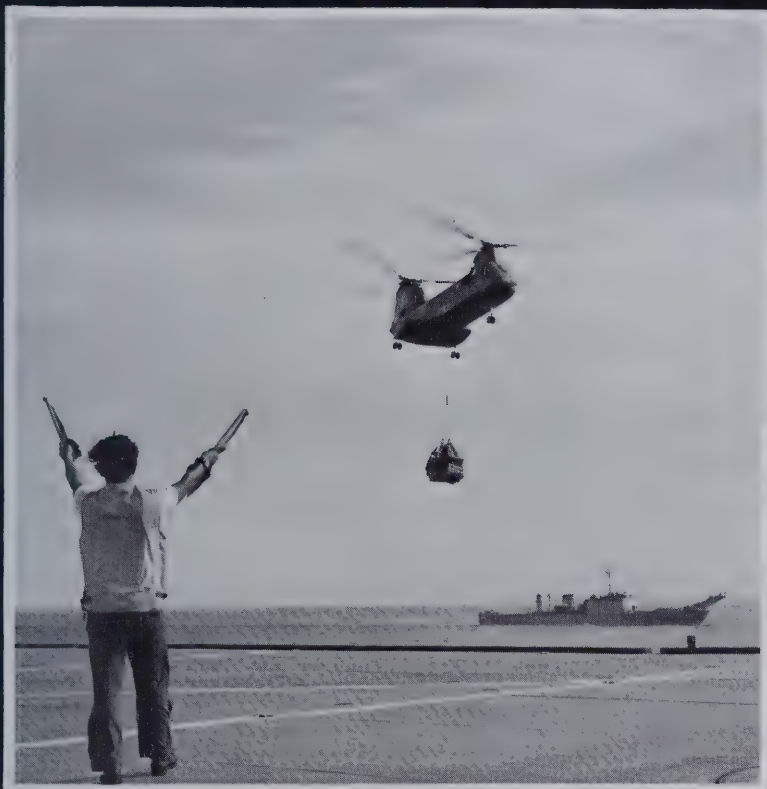


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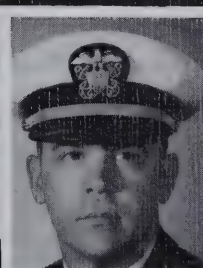


SUPPLY

WHEELER, "J." "C."
DEPARTMENT HEAD



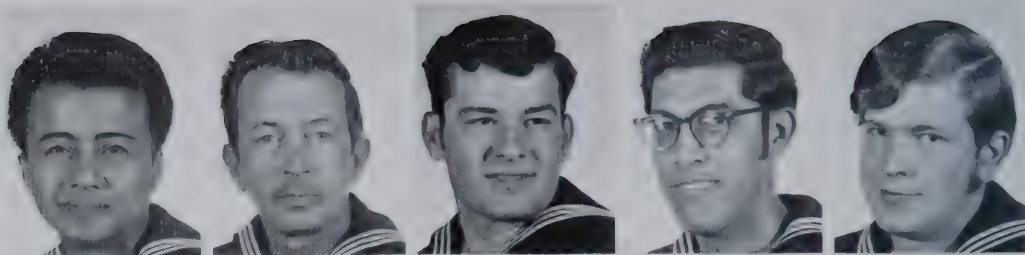
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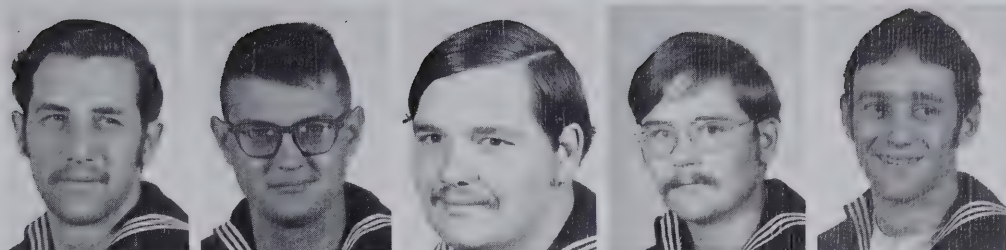
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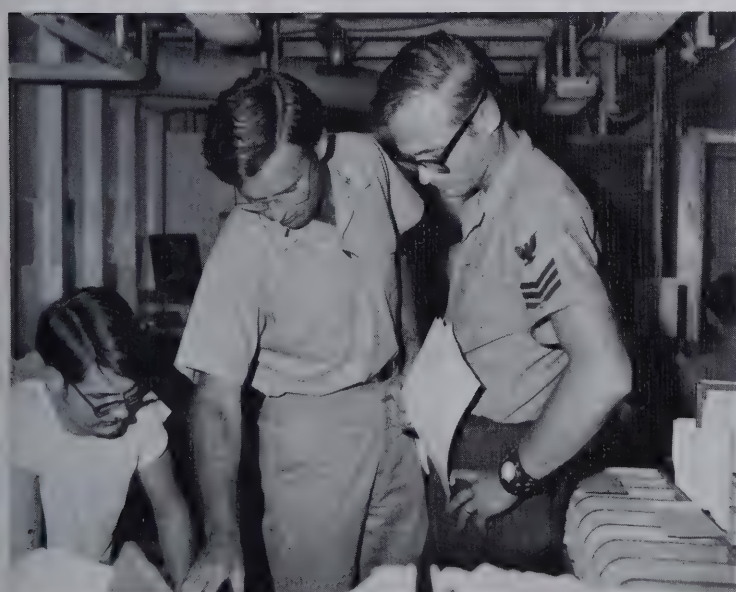
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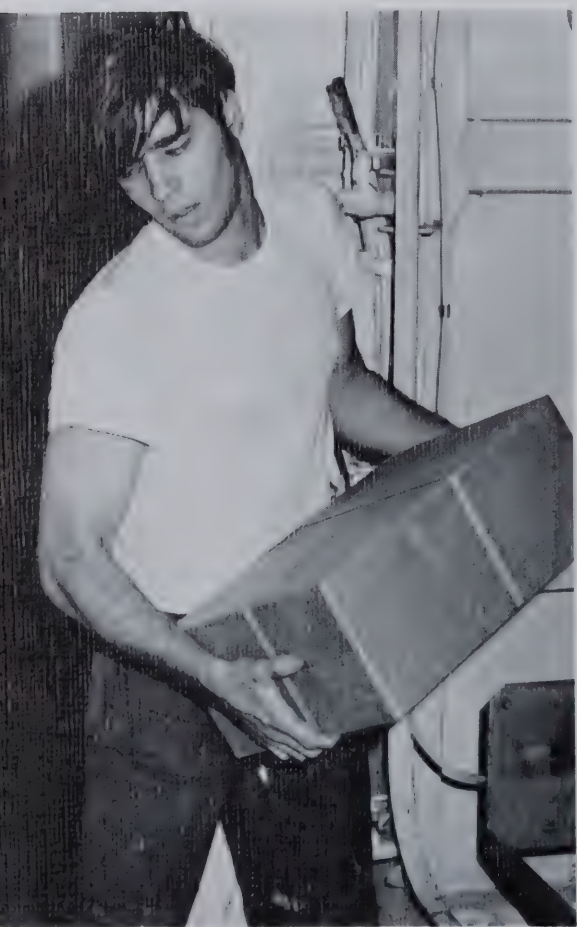
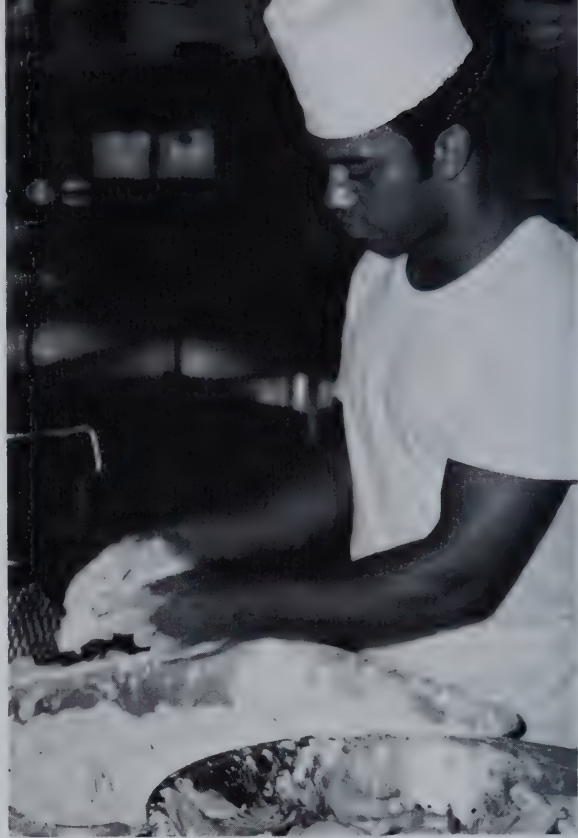


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RUNNE, R. T.
SMITH, R. B.
THOMAS, S. D.







ANDERSON, M.
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CRECY, S.

HARRISON, M. F.
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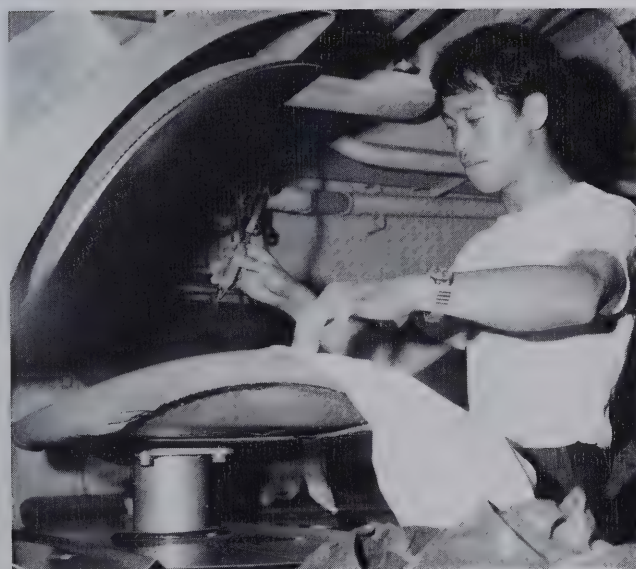






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KING, R. E.
KNOPPA, M.
KOMES, D. O.
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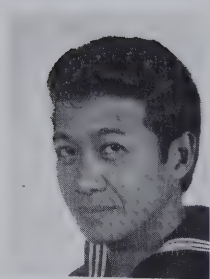
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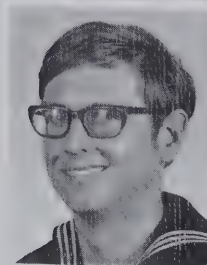
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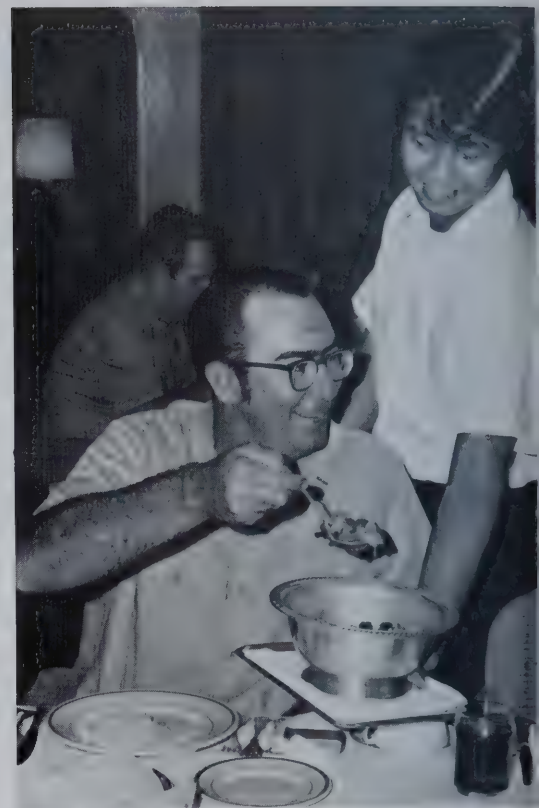
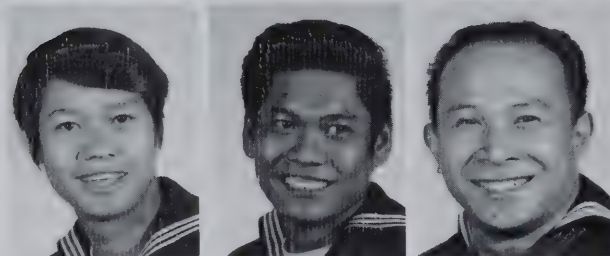
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WELLS, J. W.



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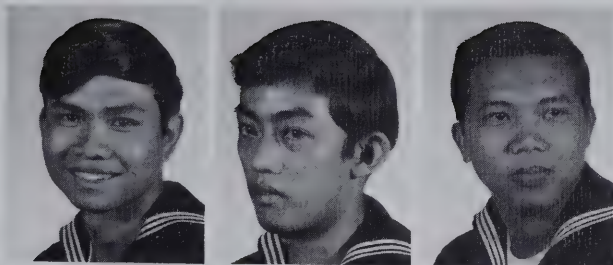
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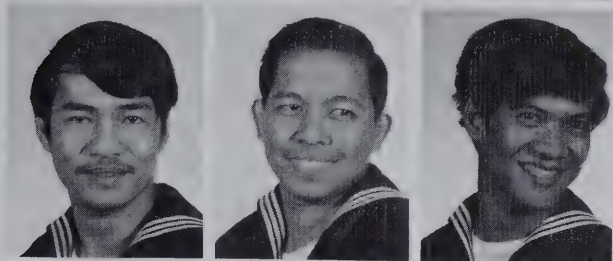
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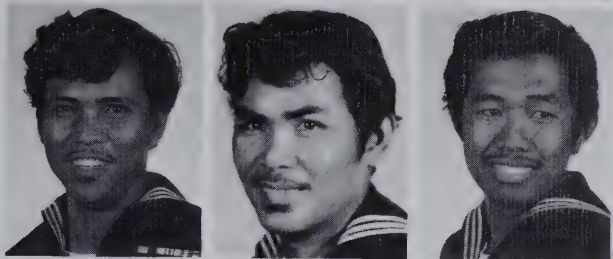
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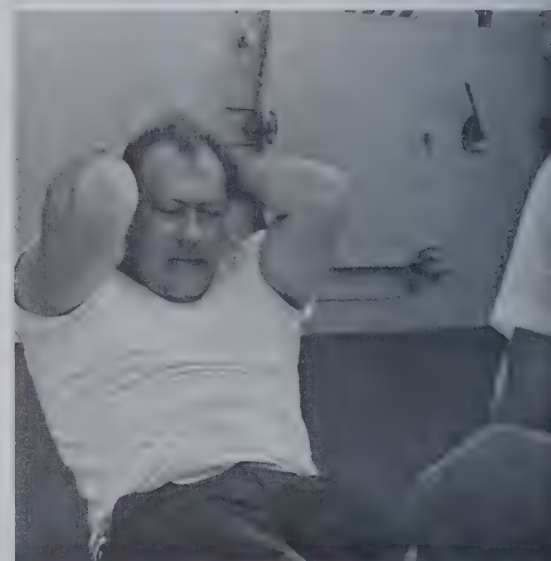
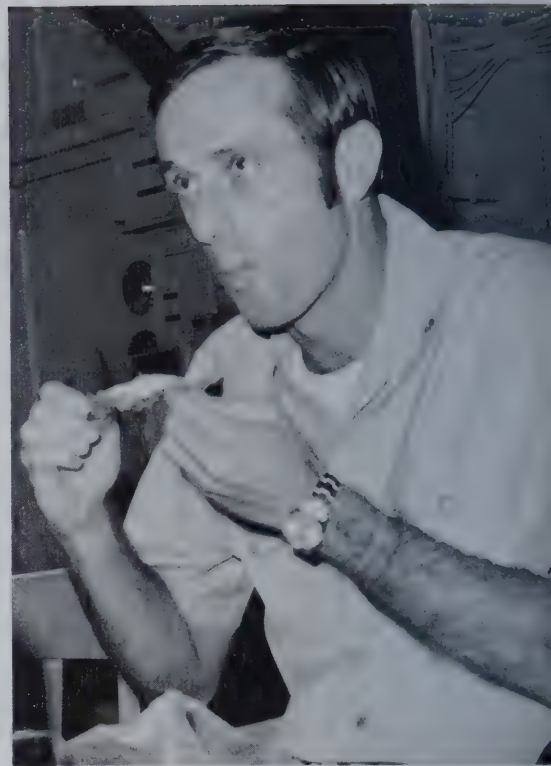
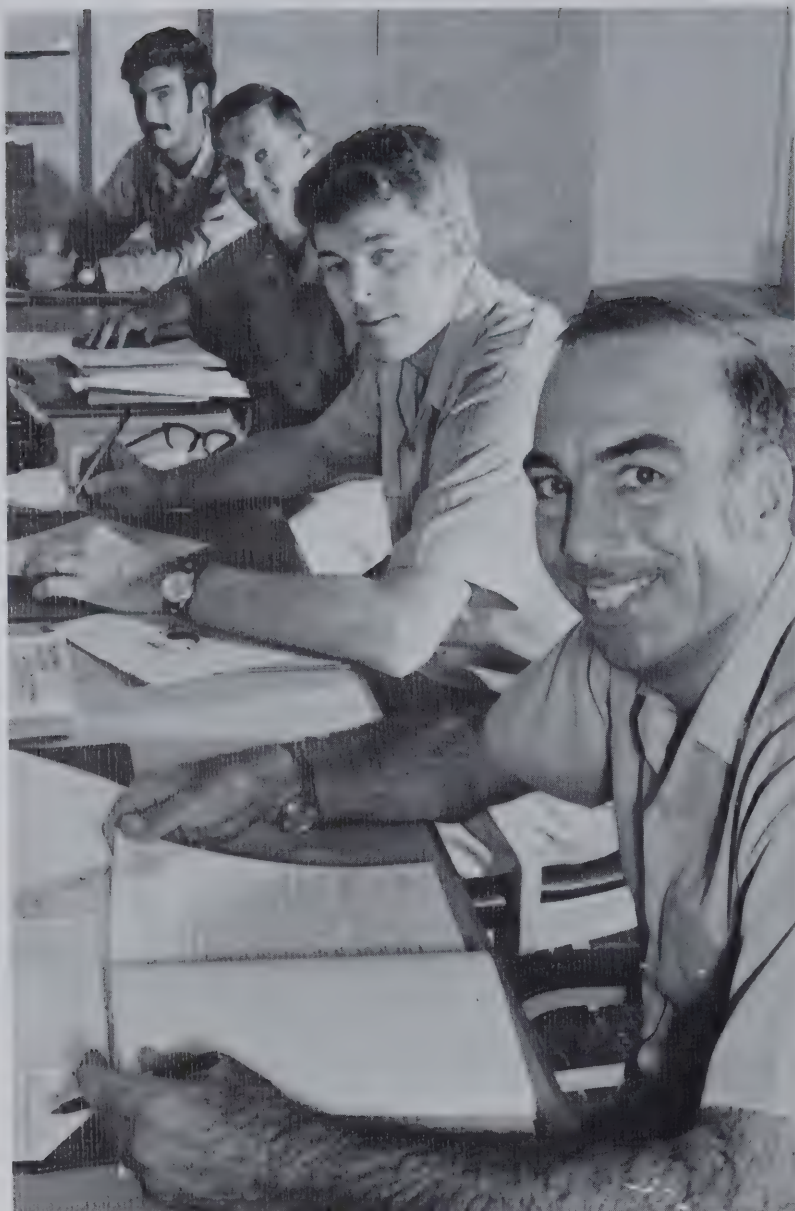
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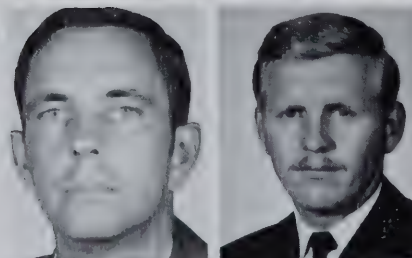


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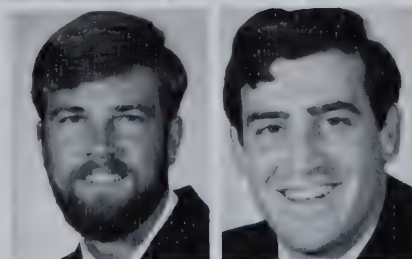
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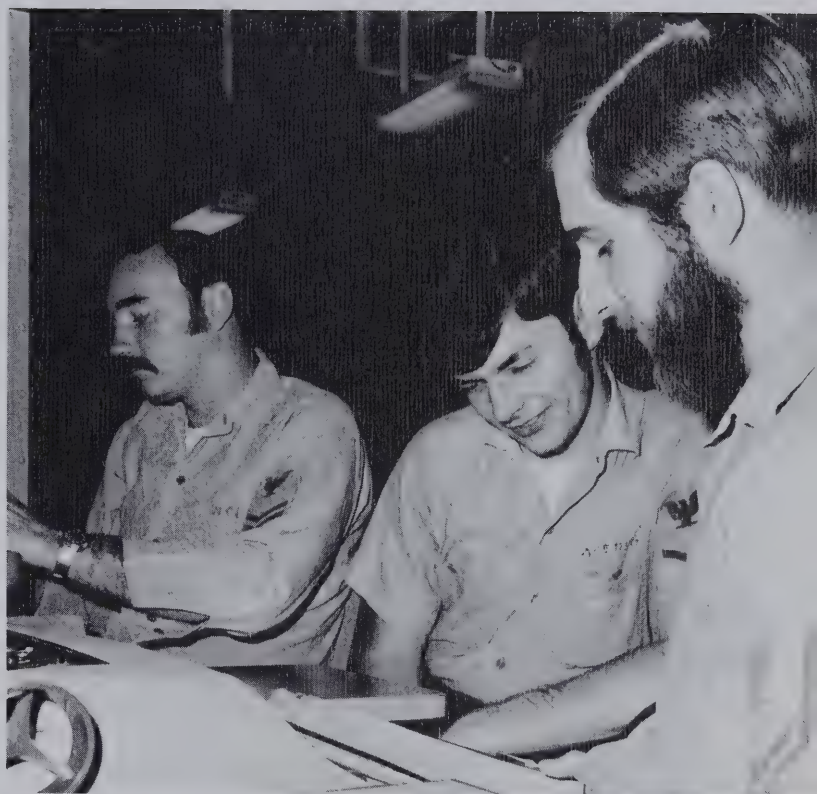
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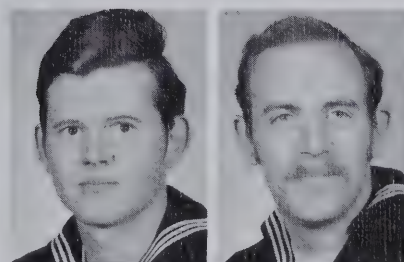
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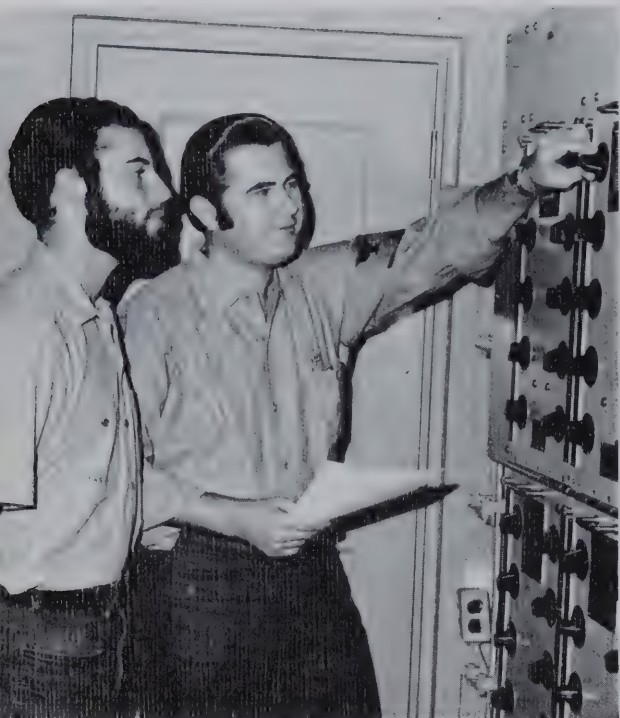


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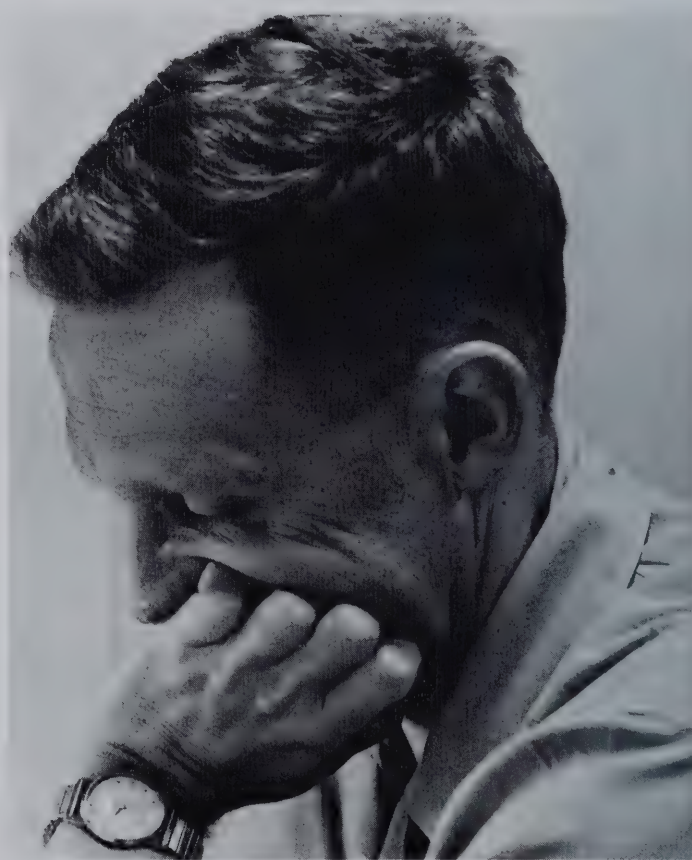


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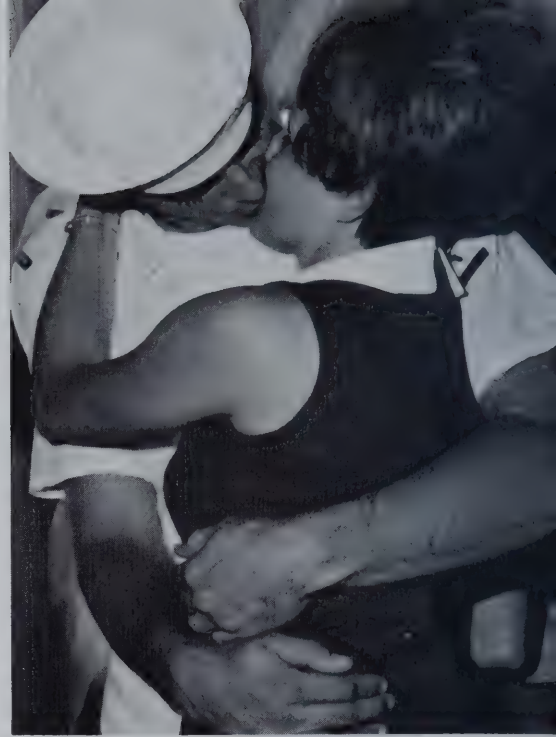
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